REGISTERED No. 17—[illegible]

The Bombay Gazette.

No. 7,792.—New Series. BOMBAY :—FRIDAY, JANUARY 23, 1874.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
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TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
Third do.	„ 2 8
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a line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
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In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

Domestic Occurrences : Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "ASSYRIA," 1,494 Tons, 200 H.P., Commander E. H. Howell, will be despatched on SATURDAY, the 24th Jan. 1874, at 4 p.m.

January 1874.		February 1874.	
Leaves BOMBAY	24	Leaves Tuticorin	1
„ Rutnagherry	25	„ Colombo	2
„ Vingorla	25	„ Galle	3
„ Goa	26	„ Negapatam	6
„ Carwar	26	„ Pondicherry	7
„ Mangalore	27	„ Madras	8
„ Cannanore	28	„ Coconada	10
„ Tellicherry	28	„ Vizagapatam	12
„ Calicut	29	„ Bimlipatam	13
„ Beypore	29	„ Gopaulpore	13
„ Cochin	30	„ False Point	14
„ Alleppy	30	Arrives at CALCUTTA	16

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut or Beypore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BHAREIN, KOWEIT, and MAHOMERAH.

The s.s. EUPHRATES, 803 Tons, 120 H.P., Commander J. Melville, will be despatched on FRIDAY, the 30th January 1874 at 2 p.m.

Jan. 1874.		Feb. 1874.	
Leave BOMBAY	30	Leave BUSREH	18
„ Kurrachee Feb.	3	„ Mahomerah	18
„ Guadur	4	„ Fao	18
„ Muscat	6	„ Koweit	20
„ Bunder Abbas	8	„ Bushire	20
„ Linga	10	„ Linga	25
„ Bahrein	12	„ Bunder Abbas	27
„ Boshire	12	„ Muscat March	1
„ Fao	14	„ Guadur	3
„ Mahomerah	14	„ Kurrachee	6
Arrive BUSREH	15	Arrive BOMBAY	9

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co. Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair Season despatch a Steamer to Kurrachee every FRIDAY, at 2 o'clock.

The s.s. KURRACHEE, 510 Tons, 120 H.P., Commander C. C. D. Hutcheson, will be despatched on FRIDAY, the 23rd January, 1874, at 4 p.m.

The s.s. EUPHRATES, 803 Tons, 120 H.P., Commander J. Melville, will be despatched on FRIDAY, the 30th January 1874, at 2 p.m.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO LIVERPOOL.

S. S. NEERA.

THE Steam-ship NEERA, 2,200 Tons, 300 H.P., Captain C. C. Coburn, will SAIL for LIVERPOOL via SUEZ CANAL on or about the 28th February 1874.

RATES OF FARES FOR PASSENGERS.

To LIVERPOOL, 1st CLASS......Rs. 500 } Exclusive of
Ditto 2nd CLASS...... „ 350 } Wines, &c.

For Freight and Passage apply to

STEARNS, HOBART, & Co.

Bombay, 15th November 1873.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Steamer TEBE, 2,680 Tons, will be despatched for TRIESTE on or about the 10th February, to be followed by the Extra Steamer ARETUSA, 1,280 Tons, to leave on or about the 25th February 1874.

These Steamers have only limited accommodation for a small number of Passengers.

RATES OF PASSAGE,

(including a liberal Table, exclusive of Wines and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage)—

	Cabin.	Deck with Food.
To Trieste	£40	£10-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

Bombay, Elphinstone Circle, 12th January 1874.

STEAM COMMUNICATION WITH ITALY, VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, on the 24th, and BOMBAY on the 1st *of each month.*

PASSENGERS RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Including Wines. Without food.

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMER FROM BOMBAY :—
"ARABIA," to sail on SUNDAY, 1st February 1874.
"ASIA," to sail on SUNDAY, 1st March 1874.
"INDIA," to sail on WEDNESDAY, 1st April 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c. apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 1st January 1874.

CONSIGNEES of CARGO per s.s. ARIEL, arrived from Liverpool, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunder.

W. & A. GRAHAM & Co.,
Agents s.s. Ariel.

Bombay, 20th January 1874.

NOTICE.—CONSIGNEES of CARGO per Ship ACCRINGTON, Captain Christie, from London, are requested to SEND in their BILLS of LADING, accompanied by DELIVERY ORDERS, for our inspection and countersignature, and PAY FREIGHT and to TAKE DELIVERY of their respective GOODS as they come to hand, otherwise they will be landed without further notice at their expense and risk.

FRAMJEE, SANDS, & Co.,
Agents, Ship Accrington.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

BROUGHAM AND HORSE FOR SALE.

FOR SALE, a neat miniature, circular glass-fronted BROUGHAM, almost as good as new, having been only a year in use. Also, a small, pure-bred Arab HORSE. For particulars, address C., *Bombay Gazette* Office.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 26th January, 1874, at 3 p.m., from Mazagon.

THE P. & O Co.'s s. s. MALWA, (2,933 Tons, and 450 H. P.), Captain G. Hyde, R.N.R., will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London, and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 a.m., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock head at Mazagon at 3 p.m., precisely, on the day of sailing.

GEO. F. HENRY,
Superintendent, P. & O. Company.

Bombay, 19th January 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 27th January 1874, at 3 p.m., from Mazagon.

THE P. and O. Co.'s s. s. DELHI, (2,178 tons and 400 H.P.,) Captain G. Lee, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 24th January.

GEORGE F. HENRY, Superintendent.

Bombay, 13th January 1873.

PENINSULAR AND ORIENTAL COMPANY.

SUEZ CANAL ROUTE.

It is intended to despatch the following Steamers from Bombay, direct through the Suez Canal to Southampton :—

DECCAN	3,128 Tons	600 H.P.	2nd March 1874.
MALWA	2,933 „	450 H.P., 16th	do.
HINDOSTAN	3,113 „	630 H.P., 30th	do.
PEKIN	3,777 „	600 H.P., 13th	April 1874.
MIRZAPORE	3,763 „	600 H.P., 27th	do.

And others to Follow.

PASSAGE MONEY.

First Class..........Rs. 660
Second Class..........Rs. 360

For further particulars apply to

GEORGE F. HENRY,
Bombay, 3 Rampart Row. Superintendent.

THE first-class French ship BERRYER, 404 Tons Register, will sail for MAURITIUS at the end of this month. For Freight and Passage apply to Messrs. Ed. BAUDRY & Co.

SALES BY AUCTION.

CRAWFORD AND COMPANY,
2, MARINE STREET, BOMBAY.

SALE OF SUPERIOR MOULMEIN TEAK SQUARES.

TO-MORROW, SATURDAY, the 24th inst., at 3 p.m., Messrs. CRAWFORD & Co. will submit to Public Auction, at the premises of the Bombay Saw Mills Company, Limited, at Tank Bunder :—

300 tons superior Moulmein teak squares, ex Magdala in small convenient lots to suit the requirements of purchasers.

TO BE SOLD by Public Auction, by Messrs. CRAWFORD and Co. TO-MORROW, SATURDAY, the 24th instant, at 2 p.m., at the Apollo Bunder—

An English-built boat, 26 feet long, suitable for sailing and rowing, with appurtenances as follows :—2 masts, 2 sails, 1 tent and 1 driver, all ropes English, 4 rollocks, 1 boat hook, 1 rudder and lines, 1 spare tiller, 1 anchor with coir cable, 1 grating, 2 flags 1 awning and 12 side-protectors. To be seen any time at the Apollo Bunder.

USUAL AUCTION SALE.

On MONDAY next, the 26th instant, at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms :—

10 Bales Grey Shirtings.
10 Cases Dhoties.
5 „ Prints.

An Invoice of 4½, 6, 7, 9, 10 and 11 in. Electro-plated Table Shades, Piano and Chamber shades, Butter Coolers, &c.

An Invoice of Marble Slabs, oblong and round, for round table and teapoys, also 2 pairs walnutwood teapoys with slabs, marble mortar and pestal.

On account and at the risk of the Indentor, Rahimtoola Talub, ex s.s. Teviot.

R T—C & B—157-58—2 Cases Crosse and Blackwell's Oilman stores.
C & B B P—35-40—6 Cases Huntley and Palmer's Biscuits.
H P—E P—1-34-34 „ Ed. Fink's Provisions.
F P—J K & S—1-1-12 „ Keller's Confectionary.
J K & S—J T M—9-58—50 Cases Currants in Jars

On account and at the risk of the first purchaser, Esmaeljee Mahomedally, ex s.s. European.

H—S S—A—625 Dozen more or less School Slates.

SALE of Fresh Oilman-stores from the well-known and celebrated Purveyors, Crosse and Blackwell, just landed ex "Baldowan."

On WEDNESDAY next the 28th instant, at 2 p.m. Messrs. CRAWFORD & Co. will submit to Public Auction. at their Room, an invoice of fresh oilmanstores, consisting of assorted pickles, mushroom, catsup, Harvey sauce, raspberry vinegar, essence of anchovies, assorted syrup, essence of coffee, salad oil, white wine vinegar, Durham mustard, tapioca, pearl barley, assorted tart fruits (1 lb. tins), assorted jams and jellies, Oxford and Bologna sausages, red herrings, assorted soups, Yarmouth bloaters, fresh herrings, lobsters, green peas, blackwell whitebait, Lancashire mushrooms, herrings a la sardines, Milton oysters potted meats, Moore's cocoa and milk, Irish and Wiltshire bacon, Cheddar and Berkley cheese, Worcestershire sauce, Napoleon Price hair powder, &c.

SALE of a Cotton Ginning Manufactory and the houses, godowns, and outhouses attached thereto, and of a large piece of cultivated ground at Broach.

Under instructions from the mortgagee, Messrs. CRAWFORD and Co. will, on WEDNESDAY, the 4th day of February next, at 4 p.m., sell by public auction, at their rooms, No. 3, Marine Street Bombay, on account and at the risk of the mortgagor, Mr. Byramshaw Dhunjeebhoy, the following valuable properties in one lot.

Lot No. 1.

All that piece or parcel of land or ground, situate at Vizulpore in Broach, in the Presidency of Bombay, containing by admeasurement 54,783 square yards or thereabouts, together with the several messuages, tenements, cotton ginning manufactory, dwelling-house, out-houses, and godowns, out-houses and premises standing thereon, and all the machinery, fixtures, tools, and implements therein and thereto belonging, which said piece of land and premises are bounded on the east by the property of the Moodajee of Surat, on the west partly by the fields called Bhungeas fields, and partly by the premises hereinafter secondly described, on the north partly by the high road and partly by the property hereinafter secondly described, and on the south by the fields belonging to the Pinjrapole institution at Broach.

Lot No. 2.

All that piece of cultivated land or ground called or known by the name of Hukeemjee's Vujeepa, situate at Vizulpore, in Broach aforesaid, immediately adjoining the premises hereinbefore firstly described, and containing by admeasurement 36,334 square yards or thereabouts, which said piece of ground is bounded on the east by a private road lying between and separating the said piece of land from the premises hereinbefore firstly described, on the west by the fields called Bhungeas fields, on the north by the public road, and on the south partly by the premises hereinbefore firstly described and partly by the fields called Bhungeas fields.

For further particulars and conditions of sale apply to the undersigned.

FOR SALE ON COMMISSION.

A pair of strong Deccan galloways, dark bays, with black points One 5, the other 6 years old. Both ride and drive, and go in double or single harness, and have been ridden by a Lady.

Also, a set of silver-plated English-made double harness in good order.

A Nasik-built tonga, complete, with hoods, lamps, pole, &c. together with a set of English-made curricle pony harness.

CRAWFORD & Co.

Bombay, 23rd January 1874.

JEHANGEER HORMUSJEE & COMPANY,
NO. 12 APOLLO STREET.

AUCTION SALE of valuable Land or Ground situate on Foras Road at Byculla.

Pursuant to the power of sale contained in an indenture of mortgage bearing date the 27th day of October 1873, Messrs. JEHANGEER HORMUSJEE and Co. are instructed by the mortgagees, Dewjee Gopal and Poonja Gopal, to sell by Public Auction on the premises, on MONDAY next, the 26th instant at 4 p.m., on account of Pascool Manuel de Souza, the following ground :—

All that piece or parcel of foras land or ground, situate, lying and being at Byculla on the west side of Foras Road, in the sub-district of Mandvee, containing by admeasurement 6,032 square yards or thereabouts, and bounded as follows :— on or towards the east by the Government Foras Road, on or towards the west by the Government drain, on or towards the north and south by batty ground belonging to Jamsetjee Dossabhoy.

JEHANGEER HORMUSJEE & Co.

Bombay, 22nd January 1874.

ENGLISH GOODS
(Via Suez Canal.)
AT CHEAPEST RATES.

D. NICHOLSON & COMPANY,
SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN,
India, Colonial and Foreign Outfitters,
50 to 52, ST. PAUL'S CHURCHYARD,
Corner of Cheapside, London,
ESTABLISHED 1843,

Invite attention to their Illustrated 120 page Catalogue, sent post free, containing full particulars as to WOOLLEN, SILK and COTTON GOODS of every description.

PATTERNS FREE.

LADIES' CLOTHING, LINENS, HOSIERY, GLOVES, RIBBONS, HABERDASHERY, JEWELLERY, &c.

Contractors for Military and Police Clothing and Accoutrements

Household Furniture,	Boots and Shoes,
Musical Instruments,	Wines and Spirits,
Ironmongery,	Ales and Beers,
Fire-arms,	Preserved Provisions,
Agricultural Implements,	Stationery,
Cutlery,	Perfumery,
Carriages,	Books,
Saddlery and Harness,	Toys, &c., &c.

Shipped at Lowest Export Prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

Foreign Produce disposed of for a Commission of 2½ per cent.

Price Lists can be had of Messrs. Wheatley & Co., Bombay, and at the office of the *Englishman* Newspaper, Calcutta.

Terms.—Not less than 25 per cent. to accompany Indents, and balance drawn for at 60 days' sight.

Parcels not exceeding fifty pounds in weight and 2 feet by 1 foot by 1 foot in size, and £20 in value, are conveyed from London to any Post Town in India, at a uniform charge of 1s. 4d. per lb.

Special advantages to Hotel Keepers and Regimental Messes

D. NICHOLSON & CO.,
50, 51 & 52, St. Paul's Churchyard, London.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S
CELEBRATED
STEEL PENS.

By all Dealers throughout the World.

NEW ADVERTISEMENTS.

STEAM TO LIVERPOOL.

THE steam-ship ARIEL, 1,108 Tons, 700 H. P., will sail for LIVERPOOL, via SUEZ CANAL, early in February.

FARE TO LIVERPOOL—1st Class, Rs. 450,
Exclusive of Wines.

This Steamer has good Cabin accommodation for a few Passengers. For Passage, &c., apply to

KING, KING, & Co.,
4, Church Lane, Bombay.

WE hereby give notice that Mr. MOSES WALKER is no longer in our employ. For particulars of all Orders given to him previous to the 31st December 1873 please apply to us.

GEO. W. WHEATLEY & Co.

NOTICE.—The FIRST SECTION of the HOLKAR (STATE) RAILWAY from KHUNDWA to SANAWAD, a distance of 33 miles, will be OPENED for PASSENGER and GOODS TRAFFIC on and after the 1st February 1874.

The Trains will run as follows :—

DOWN TRAIN.		A.M.
Khundwa	Dep.	5-30
Sanawad	Arr.	8-12
UP TRAIN.		P.M.
Sanawad	Dep.	3-18
Khundwah	Arr.	6

CHAS. CHEYNE,
Superintending Engineer Holkar State Railway.

Mhow, 20th January 1874.

HOUSES AT MAHABLESHWUR.

THE Undersigned has many FURNISHED HOUSES TO LET, from this to June. Rents from Rs. 300 to Rs. 1,000. All applications promptly attended to.

P. MYATT,
The House Agent.

THE FLOATING THEATRE,
ESPLANADE
(Near the Bazaar Gate)

THE GREAT
MIKADO JAPANESE TROUPE
PERFORM EVERY NIGHT (SUNDAYS EXCEPTED) IN THE ABOVE THEATRE WITH AN
ENTIRE CHANGE OF PROGRAMME.

PRICES OF ADMISSION.

Family Tickets to admit three persons (First Class)—Rs. 6. First Class, Rs. 3. Second Class, Rs. 1. Pit, 8 Annas.

ON SATURDAY, 24th JANUARY,
there will be
A GRAND SPECIAL AFTERNOON PERFORMANCE
(For Families and Schools.)
CHILDREN HALF PRICE TO FIRST & SECOND CLASS ONLY
Performance to Commence at 3 o'clock p.m. precisely.

The Evening Performances Commence at 9 o'clock p.m. precisely. Doors open at 8 o'clock p.m.

Full particulars may be obtained of Messrs. SOUNDY, BRE-LAUER & Co., where a Plan of the Theatre can be seen and Seats secured.

A. FEITELSOHN, Proprietor.
Wm. BURTON, Agent.

HIS EXCELLENCY
THE GOVERNOR'S LEVEE.

	Cash. Rs. a.	Credit. Rs. a.
Lincoln Bennett & Co.'s Dress Hats	11 0	16 0
A. & Co.'s Best Light Dress Hat	12 8	14 0
Gent's White French Kid Gloves	2 12	3 0
White Dress Ties	0 8	0 10

ASQUITH AND COMPANY.

WINES, SPIRITS, BEER, &c.

IMPORTANT NOTICE.

SALE of Messrs. PAYNE & Co.'s WINES and SPIRITS, at further Reduced Prices. See detailed List in MONDAY'S Paper.

GRINDLAY, GROOM, & Co.

PRICE LIST of WINES, &c., for SALE at the GODOWNS of the Undersigned :—

STILL HOCKS—Liebfraumilch	Rs. 20 per doz.	qts.
Steinwein	„ 20 „	„
Rudesheimer	„ 24 „	„
Marcobrunner	„ 30 „	„
CLARETS—Chateau de Frands	„ 14 „	„
Vray Canon	„ 15-8 „	„
Chateau Leoville	„ 21 „	„
Chateau Lafite	„ 28 „	„
ITALIAN CLARET—bottled here	„ 6 „	„
CHOICE ITALIAN WINES—		
Barbera Amoro Secco	„ 12 „	„
Barolo	„ 12 „	„
Nebiolo	„ 12 „	„
BRANDIES—G. Martineau	„ 18 „	„
H. and C. Balaresque	„ 18 „	„
BEST SWISS KIRSCHWASSER—A small quantity on hand	„ 3 per Bottle	

VOLKART BROTHERS,
Rampart Row, Fort.

Bombay, 28th July 1873.

NOTICES.

THE PATENT VERMIN ASPHYXIATOR.

LIST OF AGENTS, DESCRIPTIVE PAMPHLET, PRICES, FULL INSTRUCTIONS and TESTIMONIALS

Free, on application at

The "GAZETTE" Office, BOMBAY,

Where the Machine can be seen and explained.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. CROSSE and BLACKWELL,

London, and was sentenced by Mr. Justice Phear

TWO YEARS' RIGOROUS IMPRISONMENT

And on the 30th of the same month, for,

SELLING SPURIOUS ARTICLES

Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, Shaik Bachoo was sentenced, by the Suburban Magistrate at Sealdah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling *spurious Oilmen's Stores*, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in India.

ENGLISH JEWELLERY AND WATCHES.

MACHINE MADE,

SPECIALITIES FOR PRESENTS, GIFTS, &c.

Mr. STREETER,

(Late HANCOCK & Co., Limited,)

18, NEW BOND STREET, LONDON,

Invites the attention of OFFICERS and FAMILIES residing in India to his extensive stock of 18-CARAT GOLD and GEM JEWELLERY, WATCHES, and CLOCKS, manufactured by Machinery, and sold at prices from 30 to 50 per cent. cheaper than ordinary hand-made productions.

A Catalogue and Price List containing a large number of Drawings and Sketches representing these special productions (no gold being used less quality than 18-carat) has been prepared, copy of which will be forwarded, post free, on application.

18-CARAT GOLD JEWELLERY.

18-Carat Gold Bracelets	from £ 5 0 to £50
„ Ear-rings	„ £ 1 10 to £10
„ Lockets	„ £ 1 0 to £20
„ Suites	„ £10 10 to £50
Chains, Per Ounce	„ £6 6

For further particulars see Catalogues.

GEM JEWELLERY.

Gem Bracelets	from £10 to £100
„ Ear-rings	from £ 5 to £ 50
„ Lockets	from £ 5 to £100
„ Rings	from £ 5 to £500
„ Suites	from £50 to £500

For further particulars see Catalogue.

DIAMOND WORK.

Diamond Ornaments of every description. Diamonds and other Precious Stones purchased. See Illustrated Catalogue.

ENGLISH LEVER WATCHES AND CLOCKS,

Specially adapted for hot climates. Durability and time-keeping guaranteed.

For price and description see Illustrated Catalogue.

ORDERS.

All Orders must be accompanied by a remittance for the amount or reference to London Agents,

Mr. STREETER,
(Late Hancock and Co., Limited,)
18, NEW BOND STREET, LONDON,
AND
BURLINGTON STEAM WORKS, SAVILE ROW, LONDON.

COPPER-PLATE PRINTING,
ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

MILLINERY.

MRS. JACOB HUNT,
MILLINER AND DRESS MAKER,
MEADOW STREET, BOMBAY,
AND
EAST STREET, POONA.

HAS JUST OPENED IN BOTH HER ESTABLISHMENTS, ALL THE LATEST NOVELTIES IN BONNETS, HATS, DRESSES, AND EVERY DETAIL OF MILLINERY.

BADHAM AND COMPANY'S
SPECIAL KIT
FOR
OVERLAND PASSENGERS AND TRAVELLERS.
READY FOR IMMEDIATE USE.

CASH PRICES.

	Rs. a.	Rs. a.		Rs. a.	Rs. a.		Rs. a.	Rs. a.
Deck Suits	12 0 to	20 0	Under Pants	6 0 to	8 0	Cholera Belts		3 0
Overland Suits, All-wool.		27 0	Overland Trunks	22 0 to	40 0	Warm Gloves		2 0
Warm Suits (Scotch Tweed)		35 0	Best Solid Leather		50 0	Warm Mufflers		3 0
Overcoats or Inverness Capes	30 0 to	45 0	Extra Size Leather		65 0	Gents' Scarfs, Knot or for Pin or Ring	2 0 to	3 8
Dressing Gowns	8 8 to	23 0	Black-hide Bags		25 0	Paper Collars, per dozen		0 12
Pyjamas	3 0 to	8 8	Black-hide Circular Tops.		32 0	Linen Collars, all New Shapes		6 0
Oxford Shirts, each		6 0	Sovereign Belts		3 4	Shakespeare, with Coloured Tie attached		6 8
White Shirts, each		4 8	Tiffin Basket		18 0	Cotton Socks, per dozen	11 8 to	20 0
Printed Cambric Shirts	4 0 to	4 8	Courier Bags	5 0 to	10 8	Warm Merino, per dozen.	15 8 to	25 0
Wove Flannel Shirts (all New Patterns)		8 0	Soiled Linen Bags	5 0 to	6 0	Cambric Handkerchiefs	5 0 to	18 8
Silk and Wool Shirts		8 8	Sponge Bags		2 0	Silk Umbrellas		11 4
Spun Silk Shirts		11 0	Hair Brushes in Leather Case per pair		9 0	Long Rugs & Scotch Mauds	15 0 to	30 0
Cardegan Jacket, very warm		9 8	Travelling Pillows		2 0	Blankets		11 0
Under-Vests	3 8 to	6 0	Rug Straps	1 8 to	2 8	Overland Chairs, best Beech	7 8 to	12 8
			Waterproof Suits, complete		23 0			
			Travelling Caps		3 8			

A LARGE STOCK OF READY-MADE CLOTHING ALWAYS ON HAND.

SUITS MADE TO ORDER IN EIGHT HOURS.

BADHAM AND COMPANY.
23, RAMPART ROW. BOMBAY.

THACKER, VINING, & CO.,
BOMBAY.

GENERAL BUSINESS.

BOOK DEPARTMENT.

NEW BOOKS, STANDARD BOOKS, and MISCELLANEOUS LITERATURE of all kinds ordered or supplied from Stock at the rate of TEN ANNAS to A SHILLING of the English selling price, and further advantages offered on all transactions of importance.

NOTICE.

Messrs. THACKER, VINING, & Co. beg to point out the advantages of Local Agency in procuring books from England ; the Books arrive securely packed, they are forwarded from England with every despatch in cases, all risk of loss is avoided, the expense is little, if at all, greater, and payment is only required on delivery, by which loss in exchange, which under existing circumstances may be said to rule at seven per cent., is saved.

NEWSPAPERS AND PERIODICALS.

Messrs. THACKER, VINING, & Co. will be happy to forward, on application, a LIST of all PERIODICALS and NEWSPAPERS, with their distinctive features, London prices, and reduced terms of supply, to intending Subscribers, either in Bombay or in the Mofussil.

PRINTING, PUBLISHING, AND BINDING.

Messrs. THACKER, VINING, & Co. undertake the Printing and Publishing of Works for Authors, to whom through their Agencies in England, Calcutta, and Madras, they can present special advantages.

COATS OF ARMS, CRESTS MONOGRAMS, &c., engraved and fitted to portable self-endorsing Presses.
CARD PLATES ENGRAVED and CARDS PRINTED.
BOOKS BOUND in all Styles. BLANK BOOKS made and bound to order.

MISCELLANEOUS DEPARTMENT.

(First Floor.)

A perfectly efficient stock of SCIENTIFIC INSTRUMENTS, STATIONERY, DRAWING MATERIALS, PICTURES, PHOTOGRAPHS, FANCY GOODS, PRESENTATION ARTICLES, FIRE-ARMS, TRAVELLING, DRESSING, WRITING, AND JEWEL CASES, GAMES, and numerous useful Sundries, all of the very best quality and at moderate prices, is always maintained by additions per each weekly steamer ; the Show Room has lately been entirely refitted, and an inspection of its contents is invited.

NOTICE.—Ten per cent. discount is allowed for Cash in this Department. Goods procured to order from England and charged at the same rates as if supplied from stock.

GENERAL AGENCY.

Messrs. THACKER, VINING, & Co., in connection with Messrs. W. THACKER & Co. of LONDON, Messrs. HICKIE, BARHAM & Co of SOUTHAMPTON, and Messrs. THACKER, SPINK, & Co., of CALCUTTA, undertake all the usual business of General Agency, and place their best Offices at the service of Correspondents.

AGENTS IN ENGLAND ..Messrs. W. THACKER & Co.
AGENTS IN CALCUTTA..Messrs. THACKER, SPINK, & Co.

NOTICES.

DADABHOY COWASJEE has removed from No. 30 to No. 8, Meadow Street, two doors from Messrs. Rose & Co., begs to inform the PUBLIC in general that he has always on hand an extensive STOCK of GLASS, CROCKERY and PLATEDWARES, of every description ; Lamps and Lustres of the best make ; Filters of all sizes, from Doulton and Watts ; Rich Toilet Sets, complete, which he offers FOR SALE at much REDUCED PRICES. Articles given on hire for a day or month.

G. NICOLL & CO.,
BOOT AND SHOE-MAKERS,
30, MEADOW STREET, BOMBAY,

Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

ROWLAND AND CO.,
SADDLERY AND HARNESS ESTABLISHMENT,
19, MEADOW STREET AND RAMPART ROW,
BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

F. ROWLAND,
CONTRACTOR FOR ARMY ACCOUTREMENTS,
BELLASIS ROAD, BYCULLA,
BOMBAY.

MANUFACTURER OF EVERY DESCRIPTION
OF
MILITARY, SADDLERY, AND HARNESS,
CAVALRY, INFANTRY, AND POLICE ACCOUTREMENTS, &c., &c.,

DOUBLE AND SINGLE LEATHER MACHINE BANDS, FIRE ENGINE HOSE AND BUCKETS MADE TO ORDER.

LEATHER and MATERIALS for REPAIRS of HORSE ARTILLERY and CAVALRY EQUIPMENTS SUPPLIED to REGIMENTAL OFFICERS at MODERATE RATES.

THE IMPERISHABLE PERFUME !

MURRAY & LANMAN'S
FLORIDA WATER,
FOR THE
HANDKERCHIEF, THE TOILET, AND THE BATH.

This most agreeable and refreshing of all Perfumes, contains in its highest degree of excellence the aroma of flowers, in full natural freshness. As a safe and speedy relief from

DEBILITY,
HEADACHE,
NERVOUSNESS,
FAINTING TURNS,
AND THE ORDINARY FORMS OF HYSTERIA,

it is unsurpassed. It is moreover, when diluted with water, the very best dentifrice, imparting to the teeth that clear, pearly appearance, which all Ladies so much admire. As a remedy or foul or bad breath, it is, when diluted, most excellent, neutralizing all impure matter around the teeth and gums, and making the latter hard and of a beautiful color. With the very *élite* of fashion it has, for a quarter of a century, maintained its ascendancy over all other Perfumes, throughout the West Indies, Mexico, Central and South America, &c., &c. ; and we confidently recommend it as an article which, for soft delicacy of flavour, richness of bouquet, and permanency, has no equal. It will also remove from the skin

ROUGHNESS, BLOTCHES, SUNBURNS, FRECKLES, AND PIMPLES.

It should always be reduced with pure water, before applying (except for Pimples). As a means of imparting rosiness and clearness to a sallow complexion, it is without a rival. Of course, this refers only to the Florida Water of Murray & Lanman.

BEWARE OF COUNTERFEITS.

Buy only from respectable Druggists, always asking for the genuine, Murray & Lanman's Florida Water, prepared only by the proprietors,

LANMAN AND KEMP,
WHOLESALE DRUGGISTS, NEW YORK.

FOR SALE IN THE ESTABLISHMENTS OF
BOLTON & Co.,
AGENTS FOR WESTERN INDIA.

NOTICES.

BOMBAY EXHIBITION
PRIZE MEDAL
MESSRS. RUSSELL & Co.
1st JUNE 1873.

LADIES', GENTLEMEN'S, AND CHILDREN'S BOOT AND SHOE MANUFACTURERS,
NEAR THE ORIENTAL BANK,
BOMBAY.

RUSSELL & Co. have just received a large supply of LADIES' and CHILDREN'S BOOTS and SHOES.

MADE TO ORDER.

Gentlemen's Enamel Hessian Boots..........Rs. 25 per Pair.
Do. Peel's Patent Leather Boots. „ 30 „
Cavalry and Infantry Regulation Spurs and Chains, complete.......... „ 8 „

All Orders must be accompanied with a Remittance.

RICHARD PARTRIDGE, Manager.

Xmas Presents

AND
NEW YEAR'S GIFTS.

MESSRS. HAMILTON & Co.'s Stock of Goods suitable for the above has never been more *Extensive, Varied, and Recherche* than at the present time.

THEIR IMPORTATIONS

for THIS SEASON have been *unusually heavy*, and the closing of the VIENNA EXHIBITION has enabled their Continental Agents to secure for them expressly a variety of

VERY CHOICE NOVELTIES,

which are now exposed for inspection in their Show-rooms, and the prices of which will be found to be most moderate.

Their Superb Stock of
HIGH CLASS ENGLISH JEWELLERY

has been selected with a judgment acquired by long experience of Indian Buyers, while their fine show of

GOLD AND SILVER WATCHES,
CLOCKS AND TIME-PIECES,

(Manufactured especially to withstand the mutability of the Indian climate,) has never been more varied or attractive.

MAKING IT THEIR BUSINESS TO STUDY the wants of every class of purchaser in this country, H. & Co. have for this Season given particular attention to the *variety* of their stock, and the result is that

A XMAS OR NEW YEAR'S GIFT,
A WEDDING OR BIRTHDAY PRESENT,

Or an Elegant Article combining, Usefulness with Ornament, and suitable for General Presentation, can be purchased in their Establishment, at prices from

Rs. 5 to Rs. 5,000.

For Local Constituents our Stock is on view. Orders from Mofussil Purchasers will receive the prompt attention of a special department organized for up-country despatches.

Selections from Show-room Stock will be forwarded the same day upon which the Order reaches Town.

HAMILTON & CO.,
JEWELLERS, SILVERSMITHS, WATCH AND CLOCK MAKERS,
HUMMUM STREET, BOMBAY.

HOTELS.

SMITH'S PRIVATE HOTEL,
21, MAZAGON ROAD, BYCULLA,
FOR
OFFICERS, GENTLEMEN, AND FAMILIES.
TEMPORARILY OR PERMANENTLY STATIONED IN
BOMBAY.

MR. and MRS. SMITH beg to draw the attention of LADIES and GENTLEMEN to their HOTEL, where every comfort and convenience may be obtained at MODERATE CHARGES.

NOTICES.

NEW BANK of BOMBAY, Limited.—NOTICE is hereby given, that the TRANSFER BOOKS of the Bank will be CLOSED from MONDAY the 19th, to FRIDAY the 23rd instant, both days inclusive.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 14th January 1874.

NEW BANK of BOMBAY, Limited.—NOTICE is hereby given, that an AD-INTERIM DIVIDEND for the HALF-YEAR ended 31st December 1873, at the rate of FIVE per cent. per annum, will be payable, on application, on and after the 23rd instant.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 14th January 1874.

THE BOMBAY CO-OPERATIVE SOCIETY
(LIMITED).

ALLOTMENTS of SHARES in the above Society are now being made, and as a large proportion of the proposed Capital has been subscribed, the Directors have decided to commence operations.

Applications for Shares will still be entertained ; but those wishing to avail themselves of the advantages the Society offers, should send in their applications for Shares AT ONCE. Due Notice will be given to Shareholders of the arrival of the first supplies, now being ordered, and of the opening of the business premises.

C. E. MITCHELL & Co.,
Secretaries and Agents.

Bombay, 16th January 1874.

NOTICE is hereby given, that MEMONS FUTTEY MOHMED SHURIFF and HOOSAIN SURIFF, the Administrators of the Estate and Effects of the late MEMON JOOMA AHMED JUNOO, have contracted to sell to MEMON CASSUM ALLY, of Bombay, Mahomedan Inhabitant, all those two pieces of Fazundarce land or ground, with the messuage, tenement, or dwelling-house standing thereon, situate, lying, and being at Memon Wada Street, without the Fort of Bombay, containing by admeasurement 149 4/9 square yards, and bounded as follows, that is to say :—on the east by the said Memon Wada Street, on the west by a sweepers' passage belonging to the said premises, on the north by the house of Hajee Absuttar Hajee Ebram, and on the south by the vacant ground of Memon Hajee Oosman Adut, and which said hereditaments and premises were formerly and are now vacant, and which said hereditaments and premises are assessed by the Collector of Assessment under Nos. 43 and 44. All persons having a claim against the said property, by way of sale, gift, mortgage, inheritance, or otherwise, are hereby required to make the same known, in writing, to Messrs. MACFARLANE and SKIPSEY, the Purchaser's Attorneys, within 14 days from this date, otherwise the Sale will be completed after the above period without reference to any such claim.—Dated this 22th day of January 1874.

NOTICE.—To be SOLD by PUBLIC AUCTION, in H. M.'s Dockyard, on WEDNESDAY, the 18th February 1874, the following VESSELS, as they stand on the day of SALE :—

H. M.'s Iron Paddle Steam Tug SCINDE, burthen in Tons 408 53/94 Builder's Measurement, 140 Horse Power nominal, with tubular Boilers and a pair of Oscillating Condensing Engines, with feathering floats by Messrs. Boulton and Watt of Birmingham, length on deck 164 feet and 3 inches, breadth extreme 23 feet, breadth of paddle boxes 39 feet and 11 inches, and depth in hold 12 feet and 1 inch, built by M. Pearse & Co., of Durham, in 1862.

H. M.'s Schooner FANNY, with Awnings, Anchors, Cables, Sails, &c., burthen in Tons 103 80/94, length between the perpendiculars 76 feet and 2 inches, breadth extreme 17 feet and 3 inches, and depth in hold 8 feet and 2½ inches, built in Surat in March 1856. She is coppered and fastened with copper and iron fastening.

H. M.'s Schooner GEORGIANA, with Awnings, Anchors, Cables, Sails, &c., burthen in Tons 90, length between the perpendiculars 72 feet, length on upper deck 75 feet and 3 inches, breadth extreme 16 feet and 6 inches, breadth moulded 16 feet, and depth in hold 7 feet and 6 inches, built in Bombay in 1855-56. She is coppered and copper fastened as high as the copper line, above copper line she is fastened with iron.

The Schooner FANNY and GEORGIANA are now in Dock, and can be examined on communication with the Master Builder of the Dockyard at any time.

Terms of Sale.—The sale of these Vessels will not be considered final until the acceptance of the offers are sanctioned by Government, a Deposit of 10 per cent. to be paid at the time of Sale and the remainder to be paid within eight days after the acceptance of the offers by Government, otherwise the deposits will be forfeited and the Vessels resold for the benefit of the State.

For List of Stores and further particulars apply to the Undersigned.

G. O'B. CAREW,
Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 15th January 1874.

THE BOMBAY CO-OPERATIVE SOCIETY (Limited.)

Incorporated under the Indian Companies' Act, and established on the model of the Civil Service Supply Association.

CAPITAL Rs. 2,00,000, IN 10,000 SHARES OF Rs. 20 EACH,
(*With Power to Increase.*)

Deposit on Application Rs. 5 per Share.
Instalment on Allotment Rs 5 per Share, and a further Call of Rs. 10 as required at an interval of not less than three months after allotment.

Directors.
WALTER LANG, Esq., Messrs. Finlay, Scott, & Co.
T. E. TAYLOR, Esq., Messrs. Lawrence & Co.
ANDREW HAY, Esq., Broker
A. E. PEILE., Esq., Messrs. Hearn, Cleveland, and Peile.
PERCY J. JAMES, Esq., R.N., Commanding H. M. S. *Abyssinia.*
(*With power to add to the number.*)

Solicitors.
Messrs. HEARN, CLEVELAND, & PEILE, Parsee Bazaar Street.

Bankers.
The NEW BANK OF BOMBAY, Elphinstone Circle.

Auditors.
T. LIDBETTER, Esq. ; S. READ, Esq.

Secretaries and Agents.
Messrs. C. E. MITCHELL & Co., No. 11 Hummum Street, to which address all communications should be sent, and where the Articles of Association can be seen.

PROSPECTUS.

THIS SOCIETY has been formed on the same co-operative principles as the Civil Service Supply Association in London, for the purpose of supplying its supporters with articles both of domestic consumption and general use at the lowest possible prices.

The Society is intended to supply a want long felt in Bombay, namely, of an institution where European stores of approved quality can be purchased at a very moderate advance over English wholesale prices, after addition of shipping charges.

It is intended to keep in stock nearly every requisite in ordinary use, and the goods will be ordered from England, &c., from the best wholesale houses in the trade.

To enable the Society to attain this object, negociations are being entered into with the wholesale houses in Europe which supply the Civil Service Supply Association in London, and it is anticipated that arrangements will be made as favourable to the Society as those which have been the true secret of the success of the Civil Service Supply Association.

Special arrangements will be made to suit up-country customers, and, as soon as practicable, Branch Stores will be opened at Poona, Kurrachee, and other important stations.

To avoid the possibility of bad debts, *all articles which are supplied from the Stores must be paid for at the time of ordering, and all orders from up country must be accompanied by a remittance*, and the number of the ticket and the name of the holder must be stated in all orders sent by post.

To suit the convenience of Shareholders, Deposit Accounts will be received of Rs. 50 and upwards, which will be credited to the Depositor on the purchase of goods by him.

Price Lists of all articles sold at the Society's Stores will be compiled every three months, and will be delivered free of charge to Shareholders. These price lists will be accurately compiled, and will be found to contain the fullest details as to the goods on sale :—Shareholders can thus, by writing out a list of articles required and sending the list with a remittance to the Society's Stores, obviate the necessity of any personal attendance.

It is an established fact that consumers by availing themselves of the co-operative system obtain an immense advantage both in quality and price, and from the assurance of support received from all classes of the community, the Directors are confident that this is an advantageous time to introduce the system of co-operation on an extensive scale with a large and increasing body of consumers, and they have every reason to believe that by careful management the business will develop itself into a large and profitable undertaking.

Remittances may be made through any Bank or Firm for goods to be supplied, &c , to be paid in to the account of the Society, at the Society's Bankers, in Bombay. The goods ordered will then be despatched by rail or steamer, as required.

The Civil Service Supply Association, whose mode of doing business has been adopted by this Society, is a great commercial success in England, and a proved boon to persons of limited income. The extraordinary rapidity with which that business has grown will best be seen from the following table, showing the amount of sales at the Stores during each year of the Association's existence, viz :—

Date.	*Amount of Sales.*	*Date.*	*Amount of Sales.*
1865	£ 5,000	1869	£345,000
1866	21,000	1870	447,000
1867	83,000	1871	646,000
1868	218,000	1872	725,000

"During the half-year ending 31st March last the sales reached £392,000, being therefore at the rate of £784,000 a year, viz. for grocery and wine £410,000, for hosiery and clothing £192,000, and for fancy goods, stationery, &c. £182,000."

At the time the above extract appeared in the *Cornhill Magazine, i.e.* July 1873, in an *Article* by a *Member of the Civil Service Stores* (to which intending members are referred for the fullest information) about 8,100 lbs. of tea and about 15 tons of sugar were being sold weekly.

"Civil Service Supply Association.—The Report of the Civil Service Supply Association, for the half-year ending the 28th February 1873, has just been issued. During the period under notice, 343 new shares have been issued, bringing the total number of shares now in force up to 4,325. The issue of 213 tickets to members of the Civil Service, and 19 to their friends, has completed the number of tickets which the Committee are authorized to issue to outsiders, and we are informed that there are at present numerous applicants for tickets who, unless the existing rule is altered, cannot be admitted to the benefits of the Association. The goods bought during the half-year represented a value of £370,760, the sales amounting to £391,742, and the stock in hand being valued at £95,638. The gross profit on the trading was £31,323, and this, with the receipt for shares, tickets, and from other sources of revenue, amounting to £1,236, makes a total gross income for the half-year of £32,559. The working expenses amounted to 6 2/3 per cent., or £26,113. The total net profit was £12,321."

The paid-up capital of the Civil Service Supply Association does not exceed £2,500. The net profit of £12,321, as quoted above, shows a percentage of nearly 500 per cent. on the capital of that Company.

The *Leeds Express* of the 4th June 1873 contains the following :

"Civil Service Profits in London.—The Civil Service Co-operative Stores in the Haymarket have just closed their past year's accounts. It has been a very satisfactory year to the members, the goods sold and paid for across the counter in round numbers amounting to £400,000. In about the same time the more extensive stores of the parent society, in Monkwell Street and Long Acre, sold £700,000 worth of groceries, wines, draperies, &c. The metropolitan middle classes, by whom the two institutions are mainly supported, expended thereat upwards of £1,000,000."

FORM OF APPLICATION FOR SHARES.
TO BE RETAINED BY THE BANKERS.

To the Directors of the
"BOMBAY CO-OPERATIVE SOCIETY, LIMITED."

Gentlemen,

Having paid to your Bankers (or by cheque enclosed herewith) the sum of Rupees ______ being a Deposit of Rs. 5 per share on ______ Shares in the above Company, I hereby request that you will allot me that number, and I agree to accept such Shares, or any less number that you may allot me, subject to the provisions of the Memorandum and Articles of Association ; and I hereby authorise you to forward by Post to my address the Certificate of the Shares allotted to me.

Signature ______
Name in full ______
Residence ______
Profession or Business ______
Date ______ 187

Deposits on application for Shares may be remitted to the Secretaries and Agents at the Offices, No. 11 Hummum Street, Bombay, for payment to the account of the Society, and the Bankers' Receipts will be sent back.

NOTICES.

NOTICE.—The Interest and Responsibility of Mr. DAVID E. GOSTLING in our Firm CEASED on the 31st ultimo.

SCOTT, McCLELLAND, & Co.

Elphinstone Circle, Bombay, 1st, Jan. 1874.

NOTICE.—With reference to the above Advertisement, the Undersigned has THIS DAY commenced practice as an ARCHITECT and CIVIL ENGINEER. He is prepared to make Designs for Iron Bridges, Civil and Public Buildings, to advise and arbitrate on Professional Matters, and to make Final Measurements and Accounts of Contract Works.

DAVID E. GOSTLING, C.E.,
Fellow Royal Inst. Brit. Architects.

Office, National Bank Building, Bombay, 1st Jan. 1874.

CALCUTTA PRESS COMPANY (in Liquidation).—NOTICE is hereby given, that the CREDITORS of the abovenamed Company are invited to send in their CLAIMS to the LIQUIDATORS of the Company at its Registered Office, Sassoon Buildings, Apollo Street, Fort, Bombay, on or before MONDAY, the 16th day of March 1874, otherwise the Final Distribution will be declared and distributed, and those Creditors who have failed to send in their Claims will be excluded from the benefit of such distribution.

Such of the Shareholders of the abovenamed Company who have not claimed and received the First and Second Distributions of Assets declared on the Shares held by them in the above Company are hereby requested to receive the same at the above Office without further delay.

દયાલ રતનશી.
i.e. DAYAL RUTTONSEY,

Bombay, 15th January 1874. Liquidator.

NOTICE is hereby given, that DAVIDAS PURSHOTUMDAS has contracted to sell to Mr. RAGHOBA PANDOORUNG—Firstly.—All that Piece or Parcel of Land or Government Ground, with a messuage, tenement or dwelling-house, situate, lying and being at Khetwady, in the Sub-district of Bhooleshwur in the Island of Bombay, assessed by the Collector of Assessment under No. 125, and by the Collector of Land Revenue under No. 2,160, containing by admeasurement 310 square yards or thereabouts and bounded as follows :—that is to say, on the east by Khetwady 7th Street, on the west by the house of Mahdew Narrayen, on the north by the house of Peeraji Tuccoji, and on the south by the Khetwady Road ; and 2ndly.—All that piece or parcel of Land, with a stable standing thereon, in Khetwady 7th Street, and registered by the Collector of Land Revenue under No. 2,137, and assessed by the Collector of Assessment under No. 105, containing by admeasurement 85 square yards or thereabouts, and bounded as follows :—that is to say, on the north by the house of Bapoo Dewjee and the property of Jetha Cullianjee, on the east by the range of Dadabhoy Sorabjee, on the west by the said Khetwady 7th Street, and on the south by the said Khetwady Road. All persons having any claim thereon, or any part thereof, by way of mortgage, inheritance, lien, or otherwise howsoever are hereby required to make the same known, in writing, to the Undersigned, at their Office, in Apollo Street, within 14 days from the date hereof, otherwise the purchase will be completed without any regard to any such Claims.—Dated this 16th day of January 1874.

SHAPURJEE AND THAKURDAS,
Purchasers' Attorneys.

J. NEUBERG,
BOMBAY.

JUST LANDED, PER S. S. SUNDA,
AN EXTRA FINE ASSORTMENT OF MANILLA CIGARS AND CHEROOTS, WHICH FOR QUALITY AND PRICES ARE UNSURPASSED.

MANILLA CIGARS.

CABALLEROS,	in Boxes of 125, per Box	Rs. 17
VEGUEROS	do. do. do.	„ 18
LONDRES	do. do. do.	„ 9
CIGARS,	No. 1 per 1,000	„ 90
CAVITES,	„ 2 per 1,000	„ 65
Do.	„ 2 per Box of 100	„ 7
FORTIN,	„ 2 per 1,000	„ 55
Do.	„ 2 per Box of 100	„ 6
PRIMESSA,	per 1,000	„ 45

A FRESH AND SUPERIOR SUPPLY OF
TRICHINOPOLY CHEROOTS.
THOMPSON'S PRIME, and No. 1.
DAWSON'S do. and „ 1.
MADURAS, No. 1 and No. 2.
NOBLE'S PRIME
BLUCHER, Nos. 1 and 2.

PONDICHERRY CIGARS
IN EXCELLENT CONDITION.

NOTICE TO PURCHASERS IN THE MOFUSSIL.

Orders for Trichinopoly and Pondicherry Cheroots and Cigars of not less than 10,000 can be executed from Bond at considerably reduced Prices, thus saving the Bombay Octroi duty.

J. NEUBERG.

J. & E. ATKINSON,
WHOLESALE AND EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS,
24, OLD BOND STREET, LONDON.
ESTABLISHED 1799.

EXHIBITION PRIZE MEDALS.

LONDON......1862—PRIZE MEDAL.
PARIS ....1867—ONLY SILVER MEDAL.
CORDOVA....1872—ONLY MEDAL AWARDED.
LIMA ....1872—THE SILVER MEDAL.
VIENNA......1873—GRAND MEDAL—"PROGRESS."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.
ATKINSON'S CELEBRATED EAU DE COLOGNE.
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N.B.—All Perfumes, Lavender Waters, Eau de Cologne, &c., manufactured "in Bond," and shipped duty free at great reduction.

PRICE LIST ON APPLICATION

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. Atkinson's Goods ; orders should therefore be sent direct or through commission houses of repute. Their goods are kept by all respectable dealers throughout the World.

Wholesale Agents in Bombay. ....D. S. KEMP & Co.

THE INDIAN TRAVELLERS' GUIDE
FOR JANUARY, 1874.

PRICE—EIGHT ANNAS.
With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.

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May be had at the Bombay Railway Terminal, and of the following

Agents :—

Bombay	Thacker, Vining & Co. ; J. and W. Watson & Co. ; Hormusjee Sorabjee Bookseller ; Hammond's Refreshment Rooms ; Messrs. Cooper & Co. ; Auckland Hotel ; Byculla Hotel ; and Messrs. Atmaram Sagoon & Co.
Allahabad	Kellner & Co.
Alexandria	D. Robertson & Co.
Bangalore	"Spectator" Office.
Calcutta	Wyman & Co.
Egutpoora	Railway Refreshment Rooms.
Kurrachee	"Sindian" Press.
London	G. Street, 30, Cornhill.
Madras	Higginbotham & Co., "Madras Times," and "Madras Mail" Offices.
Matheran	Chowk Hotel and Alexandra Hotel.
Ootacamund	"Observer" Office.
Poona	Trencher & Co. ; D. S. Kemp & Co. ; and Royal Family Hotel
Bombay	Railway Refreshment Rooms

COMMERCIAL INTELLIGENCE.

THURSDAY, 22ND JANUARY.

RATES in sterling Exchange have been weaker. At the sale of Council drafts, advised by this morning's telegram, the whole amount offered is entered for Calcutta at 1s. 11⅞d. Very much uncertainty prevails as to the course of sterling Bills here, and rates depend a great deal on the business offered.

Government Securities are improved in values.

Bank Bills, 6 months' sight	1s. 11 9/16d. to ⅝ d.
Bank Bills, 3 months' sight	1s. 11 5/16d. to 11/32d.
Bank Bills, on demand	1s. 11⅛d. to 3/16 d.
Documents, 6 months' sight	1s. 11¾d.
Credit Bills, 6 do.	1s. 11¾d.
Documents, 3 do.	1s. 11⅛d.
Credit, 3 do.	1s. 11⅛d.

On Calcutta Bank Bills, 30 days' sight nominal.		
Do	demand	100⅛ to 5/16.
On Madras 30 days' sight		99⅞
Do.	demand	par
On China House Bills, 60 days' sight.		217 to 218.

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	107
Four & half per cent.	102
Four per cent.	101
New French Loan 5 per cent, fully paid up of 1871 and 1872	½ per cent. prem.
New French Loan instalment paper of 1872	½ „ „
Paris Municipal Loan (Debenture Rs. 117) per Bond	113 ex coupon.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand			6 per cent	
Fixed Loans on	do.	to 3 months'	7½	„
Do.	do.	over 3 do.	8½	„
Do.	on Merchandise		9½	„
Cash Credit	do.	to 3 months'	8½	„
Do.	do.	over 3 do.	8½	„
Do.	do.		9½	„
Bank Bills			8½	„
Mercantile Paper			8	„

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8
Carolus	„ 236
Mexican Dollars	„ 222
Francs	„ 736
Bar silver	„ 107½
Gold Lea	„ 17-2½
Bar Gold 10 oz. English 100 touch	„ 17-⅛
Australian Gold ... 100 touch	„ 17

FREIGHT REPORT.

THURSDAY EVENING.

SPECULATORS appear to think rates by steamers have touched the lowest point, for they have to-day taken filling up orders in the steamers Nio and Ariel at £2-14 and £2-15 respectively. Sail rates are quiet but firm.

London	Cotton Cases Seeds	No ship
Liverpool	Iron Ships Cotton	£2 10s. 0d.
	Wooden Ships „	£2 10s. 0d. nominal.
	Myrabollams	£2 5s. 0d.
	Coir bdls	£1 0s. 0d.
	Seeds	£2 5s. 0d.
Havre	Cotton Coffee	£2 17s 6d
Overland Steamers—		
	London	£3 5s. 0d.
	Venice	£3 0s. 0d.
	Trieste	£3 2s. 6d.
	Liverpool	£3 2s. 6d.
	Havre Cotton	£3 10s. 0d.
Liverpool via Suez Canal	Wheat	£2 15s. 0d.
	Seeds	£2 15s. 0d.
	Cotton	£2 15s. 0d.
China	Steamer Cotton	Rs. 20 per ton.
	„ Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 4 per bale nominal
Calcutta	Salt	Rs. 4 per ton.
Calcutta to Bombay		Rs. 15 port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

WEDNESDAY, 22ND JANUARY.

MARKET declining for Spinning shares, Bank of Bombay and Colaba Land shares steady. Press shares remain neglected.

BANKS.

No. of Shares	Nomi. value p. sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	90
22,000	1,000	all	7½ pct.	Bank of Bengal	1,460
10,000	500	all	12 pct	Do of Bombay New	747½
10,000	500	100	12 pct	Do 2nd Res. issue	272½
5,250	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of I. L. & China	265
40,000	281½	all	12 pct.	Hong. & Shanghai Bank.	450 nl
40,000	200	all	5 pct.	Chartered Bk. of I. & C.	200
10,000	250	125	6 p.ct.	National Bank of India	128
10,000	250	all	12 do.	Oriental Bank	495

RAILWAY COMPANIES.

—	£20	219-3-0	p.c	G. I. P. Railway Consolidated Stock	234 ex d,
—	£20	109-1-5	do.	Do. New £20 Shares	126
—	£20	43-10-2	do.	Ditto	
—	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
—	£18	196-5-1	do.	Do. New Shares	

LAND COMPANIES.

4,000	3,000	all	Rs. 60	Colaba Land C	1,380
5,000	150	all	Nil.	Frere Land & Pier Co. Ld.	114
750	2,000	2,000	30p.s.	Mazagon Land	940
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	380

SPINNING AND WEAVING COMPANIES.

620	1,250	all	112½ p.s	Alexandra Spinning	1,500
500	2,500	all	140*	Alliance Spinning	2,750
300	2,000	all		Bhownuggur M. & P. Co.	1,975
900	1,000	all	60*	Bombay United	1,310
1,600	150	150	25*	Broach Mills	270
2,500	2,000	all	40p.	Dhurumsey Spinning	1,710
150	2,000	all	200p.s	Great Eastern	2,650
750	1,000	all		Jewraj Ballo Mills	1,300
1,500	1,000	all	75 p.s	Manockji Petit's	1,330
980	1,000	all	100p.s	Morarjee Spinning	1,300
800	2,500	all	150p.s	Oriental	3,850
490	2,500	400	200p.s	Royal	2,275
500	1,000	all		Soonderdas Spinning	1,750

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	160 p	Akber Cotton Press Co.	1,650
200	2,000	1,100	150do.	Albert Co. Kurrachee	900
100	500	all	15 pc.	Albert Ginning Co.	500
250	3,000	850	Nil.	Alexandra Press Co.	215
150	12,000	1,000	100ps.	Apollo Press Co.	5,500
200	2,500	all		Berar Cotton G. & P. Co.	1,375
200	2,000	all	200ps.	Bombay Press Co.	850
200	500	all	50p.s.	Do New	275
350	1,000	1,000	100 p	Broach Cotton Co	500
100	1,500	...		Carwar Company	700
500	1,880	all	40	Colaba Press Co.	3,900
800	9,000	all	250ps.	East India Press Co.	2,700
150	5,500	all	300	Fort Press Co.	4,200
200	2,000	1,600	75 p	Framji Cowasji Press Co	430
800	1,000	all	70 p	French Press Co	625
250	1,000	1,467	75 p	Imperial Press Co.	750
800	400	350	60 p	Mofussil Press & G. Co.	545
600	2,000	5 00		Nicol Press-Manuf. Co., Ld	1,800
120	2,500	750	125 p	Prince of Wales Press	1,800
200	1,000	all		Sassoon's Press Co.	900
400	850	750	135 p	Scinde Press Co.	500
100	1,000	750		Scinde and Punjab Cotton Press Co., Limited	1,100
	1,500	1,350	Rs. 90	Victoria Press, Madras	1,150
150	850	all	80 ps.	Vic. Cot. Gin & Press Co.	850
450	1,000	all	80 ps	Volkart United Press Co.	950

o Per share for the half year.

MISCELLANEOUS.

—	2,500	1,500	135ps.	Bombay Burmah Trading Corporation	1,350
1,000	50	all	4½p.ct	Bombay Gas Company	65
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	102
3,150	200	100	8 p.c.	Malabar Company Ld.	100
4,000	50	all	1½ ps.	Mechanics' Build'gs Co.	26
	500	all	45 ps.	Treacher & Co	420
	250	all	40 ps.	Viegas Patent Slip Co.	925

BANKS IN LIQUIDATION.

			Date of L'dation.		
—	95	19½	—	Bank of China	1
—	250	2	Mar. '66	Central Bank	1
—	...	...	...	East India Bank	1
—	200	13	Feb. '67	Indian Peninsula	1
—	200	70½	May '67	Royal Bank	0

SALES AND PURCHASES.

PIECE GOODS.

The market remains in the same state, and prices are much of a nominal character. There is no disposition on the part of our dealers to operate until they have disposed of the unusually large stocks which are now lying in the bazaar, and consequently we expect no improvement in the meantime. The undermentioned sales are reported to have been made by European firms yesterday:—

600 pieces Grey Shirtings	40 in. 39 yds.	8¾ lbs.	at Rs.	5	5	0
300 „ „	40 „ 39 „	4½ „	at „	2	15	0
480 „ T. Red Cambrics	24 „ 28 „		at „	3	13	6

COTTON.

Reuter's of the 21st reports the Liverpool market as closing quiet but steady, with arrivals steadier. There has been no change whatever in prices, Fair Dhollerah being quoted at 5⅜d. per lb., Oomrawuttee at 5⅝d., Mid. Orleans at 8 9/16d., and Mid Uplands at 16⅞ cents. per lb. Sales amount to 12,000 bales, of which 3,000 are Surats, and of which 2,000 are on account of speculation and for exports. The receipts at Liverpool are given at 9,000 bales, and those at U. S. ports at 18,000. Piece Goods are quiet but steady, without change in prices. Calcutta Rapeseed has advanced to 52 3, but there is no alteration in the quotation for Linseed. The market for Coffee is reported rather quieter, with a small fall in the price of good ordinary native. Further withdrawals from the Bank of England to the extent of £95,000 are said to have been made on the day, but the destination remains a mystery. The price of Bar Silver remains quite unchanged. Our advices from Calcutta are slightly of a favourable nature, money being somewhat easier, and there being a rise of ⅛ to 1 per cent. in Government Paper. Fours are quoted at Rs. 102, Fours and half at Rs. 102½, and Fives and half at Rs. 107½. The above advance of Calcutta will very likely have a corresponding effect on the prices of Government Paper here. From China, we have not received any advances yesterday. In the Cotton market here there has been somewhat more enquiry in consequence of the disposition of holders to sell at quoted rates. We have reported a further decline at Rs. 4 to Rs. 5 per candy in New Hinguughaut and M. G. Broach. The following are our closing quotations:—

New Oomrawuttee	(Feb. delivery)	Rs. 190 to Rs. 192	
„ Akote	(„ „)	„ 193 to „ 195	
„ Broach M. G.	(March „)	„ 204 to „ 205	
„ Hinguughaut	(Ready.)	„ 225	
„ Dhollerah	(April delivery)	„ 175	
Old Dhollerah		„ 160 to „ 165	
„ Sawginned		„ 177 to „ 178	
„ Vingorla		„ 165 to „ 168	

The following purchases were yesterday made by European firms:—

50 candies	New Barsee	at Rs.	185-86½
25 „	„ „	at „	183-85
50 „	„ „	at „	182
50 „	„ „	at „	186
25 „	„ Broach M. G. March	at „	205
100 „	„ „ „	at „	2 5
125 „	„ „ „	at „	205
200 „	„ Akote F. P. B. Feb.	at „	192-93½
25 „	„ Sheogaum	at „	192½
15 „	„ Khandeish	at „	163-65
50 „	„ „	at „	163-71
75 „	„ Nuggur	at „	180
50 „	„ Barsee	at „	186

SHIPPING.

ARRIVALS.

Jan.	Vessel.	Commander.	From.
22	Malacca (s)	James	Liverpool, Nov. 10.
	Kurrachee (s)	Hutchison	Kurrachee, Jan. 19.

DEPARTURES.

Jan.	Vessel.	Commander.	Destination.
22	Pehlwan (s)	Pead	Cutch.

Steamer Ariel, to Liverpool, was entered out for loading yesterday.

CALCUTTA.

Jan.	ARRIVALS.		
17	Agra (s)	Sharp	Rangoon, Jan. 13.
	Lord Lyndhurst	Clark	Liverpool, Sept. 7.
	City of Madrid	Gordon	London, Sept. 15.

Jan. DEPARTURES.

18 Ships Mussoory, Royal Sovereign, Importer and Barque Leopold et Marie.

MADRAS.

Jan.	ARRIVAL.	
19	Poonah (s)	Calcutta.

Jan.	DEPARTURES.	
20	Poonah (s)	Suez.
	Bedfordshire	Rangoon.

DAILY IMPORTS.—22ND JANUARY.

FROM LONDON.

Lorne, s, 3 packages hardware, Tyabally Dawoodjee; 8 barrels tar and 12 barrels rosin, Bhajebhoy Allibhoy; 1 case glass buttons, Bhicoo Sazba and Co.; 4 bales papers, N. and B. Wadia and Co.

Atholl, s, 1 case glass buttons, Bhicoo Sazba and Co.

Good Hope, s, 83 casks beer, Nusserwanjee Aspuniarjee 150 casks beer, Hormusjee Pestonjee and Sons.

Annot Lyle, 54 boxes bar soap, Gulamally Surufally; 100 packages glassware, Shawukshaw Pestonjee; 117 boxes bar soap, Mahomedally Budroodin.

FROM GENOA.

Arabia, s, 1 cask claret, A. Kunkler and Co; 60 cases brandy, Byramjee Nusserwanjee; 540 boxes brandy, M. and E. Bejo jee.

FROM BORDEAUX.

Glaneuse, (s) 50 cases brandy, Planque Vinay and Co.

DAILY EXPORTS.—22ND JANUARY.

FOR LIVERPOOL.

Mistress of the Seas, 15 bales wool, and 31 bales wool wastes Govindjee Canjee; 100 bales cotton, George Lockhart and Co; 50 bales rope, G. Somjee.

Benefactress, 500 bales cotton, Gaddum and Co.; 106 bale cotton, Cursetjee Manockjee; 300 bales cotton, Ewar Latham and Co.; 200 bales cotton, Ritchie Steuart and Co.; 150 bales cotton, Framjee, Sealy and Co.

W. H. Atkinson, s, 65½ bales cotton, Hajee Meerza Shuffee Miskee; 16 bales wool, Mahomed Corjee.

Dunraven, s, 100 cwts, horns, Hajee Mohomed Natha; 85 bales wool, Samjee Veerjee; 500 bales cotton and 1,687 bags wheat, Ralli Brothers; 97 bales cotton, Richard Martin and Co.; 36 bales cotton, Bhimjee Shamjee; 45 bales cotton, Mathooradass Chapsee; 500 bales cotton, Ritchie Steuart and Co; 85 bales cotton, The L. A. and A. Co.; 25 bales cotton, Greondon Tippet and Co.

South Tyne, s, 23 bales wool, Dayabhoy Cullianjee and Co.; 2,250 bags wheat, 700 cwts myrabollams, and 200 bales cotton, Ralli Brothers; 200 bales cotton, Campbell Mitchell and Co; 280 packages wet dates, Morarjee Cursondass; 50 bales wool, Bhimjee Canjee; 50 bales cotton, Gaddum and Co.

Consett, s, 600 bags wheat, Sunjutsing Tullanee; 150 cwts. horns, Hajee Mahomed Natha; 200 bales cotton, Killick Nixon and Co.; 100 bales cotton, Framjee, Sealy and Co.

Ariel, s, 130 cwts horns, Nanseebhoy Gangjee.

FOR TRIESTE.

Stamford, s, 90 bales cotton, W. Nicol and Co.; 200 bales cotton, Gaddum and Co.

Malwa, s, 100 bales cotton, George Lockhart and Co.

FOR ODESSA.

Malwa, s, 150 bales cotton, W. Nicol and Co.

FOR MARSEILLES.

Malwa, s, 250 bales cotton, Gaddum and Co.

FOR VENICE.

Malwa, s, 50 bales cotton, Gaddum and Co.

FOR HAVRE.

China, s, 300 bales cotton, Albert Kunkler and Co.

FOR HONGKONG.

Delhi, s, 21 chests opium, Shreeram Dowlutram; 65 chests opium, David Sassoon and Co.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette, January 22.*)

MILITARY DEPARTMENT.

Lieut S J Dunlop, B S C, is allowed to proceed to Europe, on medical certificate, in anticipation of the furlough which will be granted to him by the Government of his own Presidency.

The undermentioned Officer is allowed furlough to Europe for 161 days, from date of departure in March next.

Capt P A Browne, S C, Adjt, 19th N I or 2nd Beloech Regt.

The services of Lieut E Baile, attached to the 2nd N I (Grenadiers), are placed at the disposal of the Govt of India for employment in the P W Department.

The undermentioned Officer is entitled to Colonel's allowances from the date specified:—

Lieut Coll Brev Col Stephen James Keate Whitehill, S C 17th Jany 1874.

JUDICIAL DEPARTMENT.

Mr Chintaman Narayen Bhat, BA, LL B, to act as Second Class, Third Grade, Subordinate Judge at Irandol, in the Khandeish District, during the absence of Rao Saheb Narayen Balkrishna on leave, or until further orders.

Mr H J Durgan to be Supt of the Dhooliakote Jail, vice Mr Moise, deceased.

Rao Saheb Khanderaw Appaji, Mamlutdar of Dhanu, in the District of Tanna, is appointed to be a Mag of the Second Class, and is invested with additional powers.

Azam Sivshunker Nowtamram, Head Karkoon of Borsad, and Azam Dhirajram Sahebram, Head Karkoon of Anund, in the District of Kaira are appointed to be Mags of the Third Class and are each invested with additional powers.

Messrs John Jardine and E H Little respectively delivered over and received charge of the Office of the Registrar to the Appellate Side of H M's High Court of Judicature at Bombay on the 19th inst.

Rao Saheb Vishnoo Wassoodeo, Act. Mamlutdar of Talooka Indapore, in the District of Poona, is appointed to be a Magistrate of the Third Class, and is invested with additional powers.

Rao Saheb Shriniwas Soobrao, Act. Mamlutdar Uthni, in the District of Belgaum, is appointed to be a Mag of the Second Class

Rao Saheb Eshwunt Balkrishna Barvey, Mamlutdar of Sowda, in the District of Khandeish, is appointed to be a Mag of the Second Class.

REVENUE DEPARTMENT.

Mr W H Havelock, Revenue and Police Comr, S D, is allowed privilege leave of absence for two months from such date as he may avail himself of it after the 20th April next.

Lieut W C Black, Asst Supt, Revenue Survey and Assessment, Third Grade, having completed three years' service in charge of an establishment on the 16th Decr 1873, has been promoted to the Second Grade of Asst Supt from that date.

The undermentioned Junior Civil Servants passed Examinations in the following languages on the 13th instant:—

Hindoostani Mr C B Winchester, Mr A Shewan, Mr Shrinad Babajee Thakur, Mr G H Jopp, and Mr A L P Larken.

Marathi—Mr E Hosking, Mr J Davidson, and Mr A Shewan.

The following appointments are made during the absence of Col F Phillips, Colr of Haidarabad, in Sind, on furlough to Europe for two years, from the date of departure after 24th Feb next:—

Lieut-Col L Dunsterville to act as Colr of Haidarabad.

Mr W Foxton to act as Collr of Shikarpur, vice Lieut-Col Dunsterville.

Mr S W Tyndall to act as first Class Depy Collr, vice Mr Foxton.

Capt A H Mayhew to act as Second Class Depy Collr, vice Mr Tyndall.

Mr R Giles to act as Third Class Depy Collr, vice Capt Mayhew.

Mr G MacLeod to act as Supy Depy Collr, vice Mr Giles.

Mr G B Reid is appointed to act as Second Asst Collr, Khandeish.

Mr C B Winchester to be Supy Asst to the Collr of Surat.

Messrs A Shewan and A L P Larken to be Supy Asst to the Colr of Poona.

Mr C H Jopp to be Supy Asst to the Collr of Satara.

GENERAL DEPARTMENT.

Mr James Burgess assumed charge of his duties as Archæological Surveyor in the Bombay Presidency on the 15th instant.

FINANCIAL DEPARTMENT.

Mr H J Parsons, C S, has been permitted by H M's Principal Secy of State for India to return to duty within the period of his leave.

Mr M J M Shaw Stewart, C S, has been permitted by H M's Principal Secy of State for India to return to duty.

EDUCATIONAL DEPARTMENT.

Mr J Oliver assumed charge of his duties as Head Master of the Kurrachee High School on the 23rd ultimo, before officehours.

ECCLESIASTICAL DEPARTMENT.

The Rev E Newton Dickinson, Chaplain of Dharwar and the Concan, having returned to duty on the 2nd instant, the unexpired portion of his privilege leave, granted 23rd Dec 1873, is cancelled.

Capt W T Brown and Mr W Woodward respectively delivered over and received charge of the Office of Dist Supt of Police, Ratnagiri, on the 1st instant.

Mr R E Candy assumed charge of the Office of First Asst Collr or Kaladgi on the 24th Dec 1873, in the afternoon.

Mr W Allen assumed charge of his duties as Extra Second Asst Collr of Ahmednagar on the 2nd instant, in the forenoon.

NOTIFICATION BY THE CONSERVATOR OF FORESTS.

Capt J MacRae, Depy Conservator of Forests, and Mr W Dunbar, Asst Conservator of Forests, respectively delivered over and received charge of the District Forest Office of the Northern Circle on the 23rd Dec 1873.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Adjutant General's Office, Simla, 8th Jan. 1874.

Under instructions from Horse Guards, Surgn Maj H Knaggs is posted to the 1st batn 17th Foot, for a period of five years, vice Surg Maj W J Ingham, invalided, and transferred to the Home Establishment.

The following movements of officers are ordered on duty at the public expense:—

Vety Surg R Poyser, A Bgde R H A, from Meerut to Lucknow, on the breaking up of the Camp of Exercise.

Vety Surg J E Siphick, from Lucknow to Bareilly, on being relieved by Vety Surgn Poyser.

Vety Surgn C Clayton, from Jullundur to Lodiana, to meet A Baty F Bgde R H A, about 19th Jan 1874, and march with it to Meean Meer.

The following orders are confirmed:—

Allahabad Division Order, dated the 9th Dec 1873, directing Surgn Maj H Knaggs to proceed to Cawnpore, and to take medical charge of the invalids of A Baty 19th Bgde R A, and 1st batn 8th Foot, proceeding to Allahabad. Dr Knaggs will on arrival hand over charge of the invalids to the medical officer in charge of No 7 Baty 23rd Bgde R A and 2nd batn 19th Foot.

Dated the 11th Dec 1873, directing Surgn Maj M Quinlan to proceed to Meerut, in medical charge of detachments 1-6th and 54th Regts, and on arrival at that station to report himself for duty to the Depy Surgn Genl of the circle.

Directing Surgn Maj W G Don, M D, to proceed to Meean Meer in medical charge of detachments of 39th Foot and Rifles, and on arrival to report himself for duty.

Directing Surgn Maj R Spence, M D, to proceed to Fyzabad with detachments of 51st Foot, and on completion of duty to proceed to Rawulpindee, for duty in the Peshawur Circle.

Dated the 11th Dec 1873, directing Surgn Maj C G Irwin, M B, to proceed to Rawulpindee, and report himself for duty to the Depy Surgn Genl British Forces, Peshawur Circle.

Dated the 12th Dec 1873, directing Surgn Maj H Knaggs to proceed to Dinapore, in medical charge of detachment 109th Foot and on completion of the duty to return to Allahabad.

Dated the 15th Dec 1873, directing Surgn Maj C C Dempster to proceed to Benares for duty, and to take medical charge of the wing of the 1st Batn 14th Foot, on its arrival from Fort William.

Dated the 15th Dec 1873, directing Surgn G Corry to return to Jubbulpore, and report himself for duty to the Surgn Maj in medical charge of the 2nd B tn 25th Foot.

Dated the 15th Dec 1873, directing Surgn W Duncan, M B, to proceed to Benares, for duty with the 13th N I, at that station.

Sirhind Division Order, dated the 29th Dec 1873, directing Surgn M D O'Connell, M D, to proceed to Subathoo, for duty with the 1st batn 11th Foot.

Meerut Division Order, dated the 24th Dec 1873, directing Surgns Maj M Quinlan and E Hopkins to do duty with the Meerut Garrison, and attaching Surgn Maj J Warren to the detachment 19th Foot, at Delhi, for duty.

Peshawur District order, dated the 1st Oct 1873, directing Capt M M Gillies, 55th Foot, to officiate as Depy Judge Advocate at a Genl Court Martial assembled for the trial of Private Hunt 39th Regt.

Jhansi Station order, dated the 13th Dec 1873, appointing Capt H C Gorden, attached to the 39th N I, to officiate as Stat on Staff Officer, in addition to his other duties.

12th Foot, 2nd Batn—Regimental Order, dated the 29th Nov 1873, appointing Lieut T Baker to be Asst Instructor of Musketry with effect from the 1st Dec 1873.

17th Bengal Cavalry—Regimental Order, dated the 25th Dec 1873, making the following appointments consequent on the departure on leave, preparatory to furlough, of Capt T B M Glascock, Adjt:—

Capt E G Newnham, 3rd Squadron Officer, to officiate as Adjt.

Capt H Whchoubridge, attached, to officiate as 3rd Squadron Officer

8th N I—Regimental Order, dated the 31st Dec 1873 appointing Lieut A Fishe, 1st Wing Subaltern and offg Adjt, to officiate as 2nd in Command and Wing Officer, in addition to his other duties vice Lieut C I A Taylor, 2nd in Command and Wing Officer, proceeded on leave.

41st N I—Regimental Order, dated the 24th Dec 1873, making the following appointments, consequent on the return from furlough of Col H S Obbard, Comdt:—

Maj W C H Ryan, Wing Officer, to officiate as 2nd in Command and Wing Officer.

Capt V W Tregear, Quartermaster, to officiate as Wing Officer

MADRAS ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Fort St. George, 12th Jan. 1874.

The following orders are confirmed:—

5th Dec 1-73—By the Comdt 3rd Light Cavalry, appointing Col W S S Mulcaster to officiate as Comdt, Lieut-Col G C Roberts as 2nd in Command and Squadron Officer, Capt H C Stevens as 2nd Squadron Officer, and Capt H A Yates as 3rd Squadron Officer, the latter Officer without prejudice to his duties as Offg Adjt, with effect from the 3rd Dec 1873, during the indisposition of Col G R Phillips.

5th Dec 1873—By the Officer Comdg H S Force, directing Surgn Maj W H Corbett, M D, 107th Regt, to proceed to Bangalore.

29th Dec 1873—By the Comdt 34th L I, appointing Lieut-Col H E Ryves to officiate as 2nd in Command and Wing Officer, and Capt W Chisholm as Wing Officer, the latter without prejudice to his duties as Wing Subaltern, vice Col J Orr.

5th Jan 1874—By the Officer Comdg Saugor District, appointing Lieut-Col C E Bates, 16th N I, to officiate as Comdt, with effect from the 2nd Jany 1874, during the indisposition of Lieut-Col G Smart.

5th Jan 1874—By the Comdt 16th N I, appointing Lieut-Col W H White to officiate as 2nd in Command and Wing Officer, and Capt J B Reid as Wing Officer, without prejudice to his duties as Quartermaster, with effect from the 2nd instant, vice Lieut-Col White.

Leave of absence:—

Medical Department—Surgn-Maj B T Suffreid, in Medical Charge 35th N I, from 29th Dec 1873, or date of departure—Madras sic certificate, to appear before a medical board.

Royal Artillery—H R H the Field Marshal Comdg-in-Chief has been pleased to grant leave of absence to Lieut T C Cooke, of the 20th Bgde, from 17th Dec 1873, to 16th June 1874, on the recommendation of a medical board.

Staff Corps—Col B Ford, doing general duty at Madras, for one month, from 13th Jan 1874, or date of departure, preparatory to embarking on furlough to Europe.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	Jan. 26	5-30 P.M.	6-30 P.M.
Kurrachee	„ 23	11 A.M.	12 A.M.
Persian Gulf via Kurrachee.	„ 30	11 A.M.	12 A.M.
Australian	Feb. 7	4-30 P.M.	No after packet
China	Jan. 27	4-30 P.M.	No after packet
Mauritius, Reunion, &c.	„ 26	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the second half of the current year.

Letters will be received at the General Post Office up to 5-30 P.M. Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M. Letters presented for registration will be received between 2 and 4 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 P.M. to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is as follows:—

	Present Rates per ½ oz. Annas	Pies.	Revised Rates per ½ oz. Annas	Pies.
Austria, Luxemburg German States, Austrian Post Offices in Turkey	8	8	8	0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9	4	9	0

The next Overland Mail Steamer will leave Bombay as under:—

7 P.M.

Monday .... Jan. 26.

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route, and conformina'ions conditions, be forwarded via Southampton.

CHINA MAILS.

China Mail Steamers will leave Bombay as follow:—

4 P.M.		4 P.M.
Tuesday .... Jan. 27	Tuesday	Feb 10

Registered letters will be received until 1 P.M. on the respective days.

AUSTRALIAN MAILS.

The next Australian Mail will leave as under:—

Saturday .... Feb. 7

POSTAGE ON LETTERS FOR ZANZIBAR.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters for Zanzibar forwarded via Bombay to Aden by the Mail Steamers of the P. and O. S. N. Company, and thence by the B. I. S. N. Company's Vessels, is increased from 4 annas to 8 annas per half ounce.

2. Prepayment in full by this route is compulsory.

3. Letters forwarded by this route and by the continuation of the line to Mozambique, Delagoa Bay, Natal, and the Cape of Good Hope will also be subject to an increase from 4 annas to 8 annas per half ounce.

4. Prepayment in full by this route is compulsory.

5. Letters forwarded by this route can be registered only for Natal and the Cape of Good Hope, the registration fee being 4 annas per cover.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails which came into force from the 1st December and will continue so until further notice:—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum; and those from Bhosawul to Jubbulpore and Bhosawul to Nagpore	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only.	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. R. for Poona, the Deccan, S. M. Country and Madras Presidency; also for Ahmednuggur and Seroor	12 NOON.	12-30 A.M.	10-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and S. M. Country,	7-30 A.M.	8 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. previous days.
For ditto in Southern Concan, i.e., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	......	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mail, will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day: at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8 A.M., for Khandeish, Malwa, Berar Central Provinces, Punjaub, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway; for Poona, the Deccan, Southern Maratha Country, and Madras Presidency, also for Ahmednuggur and Seroor, at 12 and for Scinde, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 7-30 A.M. The Overland Mail for England is despatched every Monday evening at 7 o'clock, and closes at 5-30 o'clock. Late packets are received, on payment of extra postage, up till 6-30 P.M. at Apollo Bunder Postage on inland letters not exceeding ½ tolah ½ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 3 annas; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Rs. 1, via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

REVISED RATES OF SUBSCRIPTION TO THE

"BOMBAY GAZETTE."

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To SUBSCRIBERS IN BOMBAY—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half Yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To SUBSCRIBERS UP-COUNTRY.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

We have been led to introduce the Scale for Payment in arrear because of the very free interpretation which is generally given to "payment in advance." To secure the advantages of the Advance Scale, payment must be made by Annual Subscribers within two months of the beginning of their term of Subscription, by Half-yearly Subscribers within one month, Quarterly Subscribers within a fortnight, and Monthly Subscribers within a week.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12 Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10	0
Per Copy	„	0	4

MR. A. MENIST,
OCULIST OPTICIAN,
FROM
HOLLAND, & 42, BURTON CRESCENT, LONDON,

BEGS to inform the public, he has not APPOINTED any AGENT in BOMBAY. The only Agents he appointed in India for the SALE of his SPECTACLES, 12 LENS BINOCULARS, POCKET ANEROIDS, &c., &c., are
Messrs. P. ORR and SONS .... Madras.
Messrs. MADELEY & Co. .... Calcutta.
Messrs. NUSSERWANJEE & Co. ...... Deccan Hall, Secunderabad, Deccan.

To avoid imposition all Optics have his Name and Address on them.

NOTIFICATION.

HIS EXCELLENCY the GOVERNOR will hold a LEVEE at the Secretariat, Bombay, on FRIDAY, the 23rd January 1874, at 5 P.M. Gentlemen purposing to attend are requested to bring two Cards with their names and address legibly written on each; one Card will be delivered at the entrance, and the second to the Aide-de-Camp in Waiting at the time of presentation.

Officers and Gentlemen wearing Uniform will appear in Full Dress. Gentlemen not wearing Uniform in Evening Dress.

The Levée will be closed by the presentation to His Excellency of the Native Officers of the Body Guard and of the Native Regiments at Bombay by their Commanding Officers according to seniority of Corps.

The Carriages of all who have the private Entree will set down at the Main Entrance. All other Carriages will set down at the North Door and take up at the South Door.

By Command,
B. M. DEANE, Major,
Military Secretary to H. E. the Governor.

Military Secretary's Office, His Excellency the Governor's Camp at Dadoo, 4th January 1874.

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TEACHER & Co.'s, or Messrs. PHILLIPS & Co.'s, POONA, price, 4 annas. Also, on Tuesdays the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTH.

BLYTH—January 18th, at Barrackpore, the wife of the Rev. G. F. Popham Blyth, Chaplain of Barrackpore, of a daughter.

NORRIS—January 18th, at Bellary, the wife of Mr. H. G. Norris, Madras Railway, of a son.

DEATH.

BONJOUR—January 19th, at his residence, Bishop's Lane, Vepery, Madras, Alexander Bonjour, watch repairer and jeweller, Mount Road, aged 53.

FISHER—January 18th, at Banda, Lilian Clara, daughter of F. H. Fisher, C.S., aged 1 year and 1 month.

The Bombay Gazette.

FRIDAY, JANUARY 23, 1874.

THE announcement that Sir Richard Temple has been deputed by the Viceroy to go to Behar, with full power "to direct and control operations in connection with the relief of scarcity "and distress," seems to be open to two interpretations. As we are still told that the state of the crops is not worse, the Viceroy may be determined to test the accuracy of some sensational "accounts communicated by the Lieutenant "Governor of Bengal" by sending an independent official of high rank to inquire what is really necessary, and see that it is done. It is stated in the telegram that Sir R. Temple will "act under the Government of Bengal," but of course whatever he, being on the spot, chooses to say or do must be accepted as law by Sir G. Campbell at Calcutta, so that virtually the Government of Bengal will have to act under Sir Richard Temple. The divergence of opinion between the two Governments must be very serious, or the emergency far graver than was expected, when the Finance Minister of the Government of India consents even nominally to occupy a subordinate post under the Lieutenant Governor of Bengal. But, whatever be the true explanation of this appointment, it is certain that no better man could have been found in all India than Sir Richard Temple for the special work now entrusted to him. His wide experience as an administrator, his remarkable capacity for organisation, and the zeal which prompts him to devote untiring personal exertions to the accomplishment of the task in hand, besides exacting their best labours from his subordinates—these are qualities which guarantee that no means will now be wanting, which human energy and skill can supply, to stop the ravages of famine in Bengal.

ANGLO-INDIANS in the south of this peninsula are considerably exercised, from time to time, about the future prospects of Madras. Their anxiety has greatly increased during the regime of the present Governor. Lord Hobart has left the capital of his presidency pretty much to itself; and for a year and-a-half those whose interests bind them to Madras have been greatly disquieted. The startling question has been discussed,—Shall Madras hold her own as the seat of Government, or shall Bangalore or Ootacamund step into her place? Certainly Lord Hobart has favoured Ootacamund much more than Madras; and the Neilgherry journals have not hesitated recently to adopt a bold anachronism, asserting even now that Ootacamund *is* the capital of Southern India. This of course is what Gibbon would call a splendid exaggeration; but the men who deliberately and conspicuously publish such an assertion know what they are about. Madras has been seemingly neglected, and the Neilgherry Hills have been proportionately favoured. Lord Hobart has been off with the old love of his predecessors, to a considerable extent at least, and is on with a new. The green mist-wreathed swards of Ooty, and the glorious flower-spangled foliage of Coonoor, seem to be more in accordance with the tastes of the so-called "Dreamy Liberal," than the white walls of his Madras residence or even the pictured seclusion of his retreat at Guindy Park. And no wonder; most of us like pleasure when we can get it better than work, and prefer soft, cool, half-English air to the thermometer at 96. But, for the reason that Lord Hobart spends a large portion of his time outside of Madras, is it to be said that Madras will, shortly at any rate, be abandoned as the capital of Southern India? Surely not. But this at least is perfectly certain, that the oft-repeated and prolonged absence of the Governor from Madras is exercising a very marked influence upon that city, and in a measure is sapping her prosperity. This is easily to be explained if we look at the peculiar constitution and character of Madras as a city. Those who know it intimately will tell us that it is in very many important respects almost totally dissimilar to Bombay. Although it possesses considerable commercial and mercantile importance, yet the non-official element in it does not possess one-hundredth part of the independent influence which our non-official element possess in Bombay. The whole non-official world of Madras is acted upon in a more abject and potent way by officialdom, than the non-official world of Bombay is influenced by the local official system. Madras tradesmen, especially, look to the stay of the Government in Madras as their harvest time; the capricious and prolonged absence of a Governor from their midst, with all his staff and a large majority of those who act under him, is looked upon with somewhat similar feelings to those entertained by the Bengal ryot with regard to the absence of rain. We do not know what first gave rise to the trenchant term of "benighted presidency" as applying to Madras; but of this there can be no doubt, that, much more conspicuously than in Bengal, and infinitely more so than in Bombay, very nearly all Anglo-Indian life in Madras revolves, in some way or other, on the hinge of officialdom. This is the true explanation of the fact that, when Lord Hobart unusually prolongs his stay in the mofussil, the Madras journals launch out, article after article, with wonderful unanimity, into piteous appeals, or, if these won't do, into sarcasms and invectives, and even sometimes stern menaces, and do all they can to entice, or drag, or frighten the Governor (with of course the official legion of which he is the guiding-star and chief) back to Madras. At such times the fear that Madras will be altogether abandoned is fanned to a white heat.

We know nothing of such panics in Bombay. We, whatever may be our local fears and presentiments, are not haunted by the imp or bogie, ghoul or lemure, of the abandonment of Bombay for, say, Poona,—which station resembles Bangalore in very many respects. Take one instance of the peculiar way in which Madras is affected by the influx or withdrawal of civil or military officialdom, as compared with our own case in Bombay. Of course we have been lately very much interested in the Camp of Exercise at Cinchwud. But has the migration of officers and men to this field of operations at all materially affected us, and the monetary prosperity of our city? Not one whit. But what of Madras, now that there is a Camp of Exercise at Bangalore? A large proportion of the Madras military element has been attracted to the uplands of Mysore, and Madras keenly feels the effects. Next to the Civil Service, the army are all-powerful in Madras. Many are the tradesmen of that city who would sacrifice a good deal if the present migration of Madras military men could be stayed. Madras is in the height of its merry season—a season of parties and routs for the *élite* of local society, and likewise a season of considerable pecuniary profit to the Madras tradesman. But now a change has come, a damper has fallen. Even the Madras races are postponed. It was bad enough when the Governor prolonged his absence from Madras, but now it is trebly bad for the local shopkeeper that the Camp of Exercise is at present acting as another incentive for the temporary depopulation of Anglo-Indian Madras. In fact, Madras is now, and has lately been, in a chronic state of disquietude. It is a question whether the city will be itself again, unless its non-official, and especially commercial, interests receive a quickening impetus. That they will receive such an impetus is now, with some considerable certainty, to be hoped for.

We have pointedly alluded in these remarks to the lack of independence in the non-official element of Madras society. It is true that there are a few exceptions, and that there are a few powerful and old-established mercantile houses in Madras whose chiefs are thoroughly independent; but the whole community—not to regard these exceptions—is too much dependent upon officialdom. Nothing can raise the mercantile status of Madras so much as an influx of thorough, healthy, widely-circulating commercial and mercantile prosperity. The chief thing which Madras needs, and has long needed, is, that it shall be as safe and excellent a port, as it is now a great and historical city, on the Coromandel Coast. At length it appears likely that Madras is to possess a harbour. If we mistake not a scheme for a close harbour recommended by Mr. Parkes will be carried out, and that shortly. It is a pity that some Madrassees, having less regard to the prospects of their city than to their own hobbies, are more continually given to squabbling over different harbour schemes, than to being thankful for, at length, after so many years of agitation on the subject, getting a harbour at all. We think that, when at length Madras possesses a harbour a great impetus will be given to its commerce, and with it the commercial and non-official element in the city will gain more independence and more power. It has been remarked, with a good deal of truth, in Southern India, that, if Lord Hobart succeeds in giving a harbour to Madras, many of his shortcomings will be forgotten, and people will be only too glad to forget his over-lengthy holidays on the Neilgherries. Bombay itself will considerably benefit by the change, if the eastern mails come through Madras direct, without steamers having to run the gauntlet of the rocks of that most beautiful but most perilous harbour of Galle. The railway traffic in various kinds of merchandise between Bombay and Madras will also receive a decided impetus, if Madras be rendered a safer port. We are not very sure that the harbour which Mr. Parkes proposes will be found quite large enough in the future; but half a loaf is better than no bread, and a small, safe harbour better than none at all. From all the signs of the times, as they present themselves to our view, we think it is hardly prudent for journals in the Madras Presidency outside of the town of Madras to say, as yet at least, that Madras *is* no more the Capital of the Presidency. The wish of course is father to the thought; but we doubt very much if it will be father to the reality which the future will bring forth. Madras is at present one of the centres of the great oriental telegraphic system; it may become one of the main arteries of eastern commerce, through which the trade of Bombay may flow, more directly and more steadily than it has hitherto done, to Nether India, China, and the Austral islands.

NOTES OF THE DAY.

THE Bombay Town Council has now, we hear, accepted the scheme of taxation, the main features of which we described a few weeks ago. The lighting and police rates will be abolished, and in their place four per cent. will be added to the house rate, making it nine per cent. in all. If more money is wanted a graduated certificate tax of one per cent. will be imposed on all incomes from Rs. 1,000 upwards. Mr. Pedder's project for laying down a new main from Toolsee has been approved of; and Government will be asked to submit the project to a committee consisting of Colonel Fife, Mr. Ormiston, and Mr. Bell of the G. I. P. Railway, and, if these engineers think it a good one, to lend the Corporation the money for carrying it out. The drainage schemes are still "under consideration."

WE believe it is not unlikely that if the recommendation of the Baroda Commission be adopted Mr. T. C. Hope, the Collector of Surat, will be appointed Revenue Commissioner of the Baroda State.

WE understand that it is proposed at some early date to have sports for soldiers and sailors on the Esplanade similar in character to those which took place in Bombay in February 1869, and which, as those of our readers who were here then will recollect, were a great success in every way, the Esplanade from end to end being crowded with amused spectators. An influential managing committee has been formed, including the commanding officers of the different regiments stationed in Bombay, and lists of subscriptions are now lying at the Byculla and Bombay Clubs. Messrs. David Sassoon & Co. with their usual liberality, have given Rs. 50, and Messrs. Dinshaw Manookjee Petit and the Hon'ble Munguldas Nuthoobhoy have each subscribed a like amount. It is notified on the lists, that any subscriptions, however small, will be acceptable, and it is to be hoped that no further steps will be necessary to obtain a sufficient sum of money to admit of the committee putting forth an attractive programme on the day of the sports. It is probable that during next month Bombay will be visited by one or more troop-ships and men-of-war, and a good opportunity will then be afforded to Jack Tar to compete for athletic honours with his military friends. We shall be happy to take charge of any subscriptions which may be sent to us by gentlemen who may not have opportunities of seeing the lists at the Clubs.

THE Shah, during his recent visit to England, was told so much by respectable mayors, aldermen, and chairmen of charitable associations, about his duty to his subjects, that doubtless when he returned to his own country he had not entirely forgotten their advice; and, as a sop to the vanity of those preaching Europeans whom he had condescended to smile upon, he probably longed to give a proof of his appreciation of the lessons of charity and justice which had been so persistently impressed upon him. This may account for the news which the *Mshak*, an Arminian paper which is published at Tiflis, has just published regarding the execution by the Shah of a very respectable and able inhabitant of Persia. The reason for the execution makes out a very virtuous case for His Majesty, but probably, if the truth were known, his proceeding could be accounted for on a less worthy ground than his indignation at the death of many of his subjects during the recent famine. The victim of the Shah's suspicious awakening of righteous retribution was Mirza Yussuf Khan, who has been regarded as one of the ablest and most popular of the statesmen of Persia. He was, it is said, educated in Europe at the cost of the Shah and studied for some time in Paris. On his return he brought with him extracts from French law books which he translated into Persian and embodied in a code of laws adapted for use in his own country. This code was submitted by the Shah to a committee; but finding that the time was not favourable for reforms, as the famine which has desolated the country for three years had just broken out, he directed Yussuf to go to Astrakhan to purchase provisions for his starving subjects, at the same time supplying him with a considerable sum of money out of the public treasury for that purpose. Yussuf went to Astrakhan, but he only—so his enemies alleged—spent a portion of the sum entrusted to him in the purchase of provisions, and kept 16,000 tomauns for himself, thereby causing the death of thousands of people whom the money might have provided with food. When the Shah returned from his tour in Europe, he at once ordered an inquiry into Yussuf's conduct, and, his guilt having been proved, sentenced him to death. If similar justice were meted out to all who did not do their duty during the famine, probably there would be a royal head fewer in Persia than there is at the present moment.

SUCH a big cloud of grumbling and quarrelling between the contractors and the Government engineers has been raised round the Holkar State Railway that the public may have been apt to lose sight of the line itself, or to get hold of the impression that it could not be finished within this century. However, a portion of the railway is now an accomplished fact, as an advertisement elsewhere will show. When the remainder of the line will be finished it would be very difficult to guess. Sauwad, the point to which traffic is now to be carried from Khundwa, is about six miles south of the Nerbudda. This section is thirty-three miles long, and is about the easiest part of the line, running through country which is nearly level. The Holkar State Railway will be altogether about eighty miles long, and though half of it—that is, up to the south bank of the river—may be easily constructed and soon opened for traffic, yet in the other half, comprising the bridging of the Nerbudda and the tunnelling and ascending of the ghaut which breaks off from the Vindhya Range in the way of the line to Indore, there are so many difficulties that it must be a considerable time yet ere Holkar can have the satisfaction of seeing his railway completed. The bridge across the Nerbudda will be one of the engineering wonders of India, its length being 2,780 feet, and its highest point 197 feet from the bed of the river. The Holkar State Railway is of course a portion of the narrow gauge system which is being spread over the states of Central India. The intention of the Government of India is that this railway shall be extended beyond Indore to Neemuch and Ajmere, where it will join the other metre gauge lines which branch off to the right to Agra and Delhi, and to the left to Pahlunpore and the Hydrabad section. We have already expressed a strong opinion against the policy which permitted the Holkar State Railway to be constructed on the metre gauge as well as its continuations through Central India, branching abruptly as they do off the broad gauge trunk line from east to west of India. This Holkar State Railway would prove a serious obstacle to the rapid movement of British troops to the dominions of either Sindiah or Holkar from Bombay or Calcutta, and the nearer that this Central India line is approaching to completion the more do we become impressed with the idea that a political miscalculation is being carried out which may some day prove disastrous to British influence in India. As the line can scarcely be altered now, there is perhaps no use of repeating our misgivings; but we may at least remark that such men as Holkar and the Chief of Gwalior should have more reason than the Government of India to be gratified with this Central India metre gauge line, which simply fortifies their dominions against invasion by English troops.

THE *Pioneer* is blossoming into sentiment poesy, and piety. Writing of a recent appearance of the blessed Virgin to some children in France it feelingly observes—"The story is beautiful. Like a column of mist, Our Lady became slowly visible in the vapours that rise every morning and evening from the dewy meadows. Then the place was filled with a brilliant light; and Our Lady, in white robes, and a star on her forehead, approached the two children, while beneath her feet the grass and the flowers sprang up, as in the month of June. An ancient Greek would have sympathized with our two small visionaries, having his own *Athene, Aphrodite-Eos*, and *Eurydice* to dream of; the Hindoo, also, because he knew of *Arusha*, the gentle dawn-maiden; and a Buddhist, most of all, because Maya resembled Mary in other points besides the miraculous up-spring of flowers. But our classical goddesses at last came to be exquisite forms without warmth, and Mary appeals to the human heart after a fashion strange to all the fair visions of antiquity. 'We had no fear . . . . . and the grand Lady came nigh and said that all was bright around us because she loved us, and her Son blessed us. She then passed on, and in a moment all around was as before.' Hard sceptics miss the point when they argue the whole thing a dream. What we look to is the emotional fact." If a "hard sceptic" took any notice of this weary old story his quarrel with it would be not that it is merely a dream, for that is all claimed for the manifestations at Lourdes by the highest authorities of the Church, but that it is poor in invention and not particularly beautiful. The vision *per se* is commonplace enough, and the hard sceptic has heard of it too often before to be moved to argument by it, but what is really novel and tenderly beautiful is the spectacle of the *Pioneer*, in its whilom sensible and practical columns, dealing out lengths of school themes, the superficial sentiment of which is only half atoned for by such startling platitudes as this—"Man, after all feels as well as thinks."

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

DEPUTATION TO MR. GLADSTONE—THE PROSPECTS OF THE GOVERNMENT.

LONDON, 22ND JANUARY.

A deputation waited yesterday on Mr. Gladstone for the purpose of urging an assimilation between the Borough and County franchise. Mr. Gladstone declined giving a definite reply, hinting that the present position of Government was insufficiently strong, that Parliament was short-lived, and that the question itself was immature.

MR. WHALLEY, M. P., AND THE TICHBORNE TRIAL.

Mr. Whalley has been summoned for Friday for contempt of court in upholding the accuracy of Luie's original evidence in the Tichborne case.

THE ACHEEN WAR.

PENANG, 22ND JANUARY.

Advices from Acheen have been received to 19th instant; the Dutch were inactive and awaiting reinforcements.

THE DISTURBANCE AT LAROOT.

SINGAPORE, 22ND JANUARY.

H. E. the Governor Sir Andrew Clarke has formed a protectorate government at Laroot and appointed the residents provisionally as members. The natives are being disarmed; all the piratical prows have surrendered, and a rapid immigration has commenced.

LONDON, 21ST JAN., AFT.

The Liverpool cotton market to-day closed quiet but steady. Arrivals steadier. Surats heavy.

The London cotton market closed dull.

Fair Dhollera, 5⅜d.

3 per cent. Consols for account	92⅛
5 do. French Rente, 1872	93⅝
Bar Silver	59⅛

The sum of £95,000 has this day been withdrawn from the Bank of England, destination unknown.

Departure for Bombay via Suez Canal—Prestnitz.

A MADRAS PAPER mentions a rumour from the Camp of Bangalore that some of the men of the Sappers and Miners, while sinking a well at the Camp, discovered treasure to the tune of two lacs of rupees!"

THE benefit derived by the revenue of Mysore from the sale of sandalwood is said to amount to four lakhs of rupees a year, and the Madras Government is anxious to encourage its growth in British territory, which is equally well suited for it.

DURING the first seven months of the current financial year the total quantity of rice exported from India was 9,627,800 cwts., valued at Rs. 2,36,02,864, as compared with 12,693,304 cwts., valued at Rs. 3,01,06,812, exported during the corresponding period of last year.

A LUCKNOW paper relates that Mr. Quinton, Deputy Commissioner, met with a severe accident on Saturday last. While out, riding, he fell from his horse and broke his thigh. The most unfortunate circumstance connected with the accident is, that the same thigh was broken before, which caused him to walk lame.

WE (*Madras Mail*) hear now that there is some doubt if Lord Hobart will visit the Camp of Exercise. It appears that according to official etiquette the Governor would take precedence of Lord Napier at the parade, which is intended solely for the latter. It is now believed that should Lord Hobart visit the Camp it will not be till after the review.

THE Italian Circus continues to draw the Calcutta public, and Signor Chiarini's show of horses is highly praised by the press of that city; but there is another show of horses there (the Government show) which appears to be greatly wanting in attractive power. We read, that, during the past week the numbers attending have been very small: on one day, it is said that so many as seven tickets were disposed of, but on Saturday there were twenty-seven, which may be accounted for by the fact that it was Saturday and the prices very low.

THE *Pioneer* remarks—It is not surprising that further discussion among military men, in reference to the nomination of a successor to General Edwin Johnson, should result in the suggestion of many possible candidates for the office of Quarter-master-General. We have already mentioned two. Others talked of are,—Colonel T. Wright, Deputy Adjutant-General, Major-General Donald Stewart, Chief Commissioner of the Andaman and Nicobar Islands (one of the ablest officers in India), and Brigadier-General T. F. Wilson, Commanding at Peshawur.

THE Lahore paper states that the Government of India has determined to abandon the project of using the Grand Trunk Road for the railway from Lahore to Peshawur, and will adopt the line laid out by Mr. Lee Smith some years ago. Orders have already been issued to the railway authorities to commence restoring the Grand Trunk Road, in the partial conversion of which a large sum has already been spent, and which will cost a large sum to restore. Our contemporary says that General Sir R. Strachey is responsible for the adoption of the road for the railway, and for the expenditure on it, which is now only money thrown away.

MR. C. R. HUXLEY, writing to the *Globe* with reference to utilization of the tides as a motive power for machinery, says a plan is about to be submitted to the Government which illustrates the availability of water as a motive power for all standing machinery, whether for dockyards, arsenals, rivers—in fact, wherever water is within reach. It is calculated that this invention will save the Government £200,000 in fue alone, and throw into the market, for domestic use, coal in such quantity as to reduce the price of this costly luxury to one half its present figure.

Digitized with financial assistance from the Government of Maharashtra on 18 June, 2017

and cheapen considerably most articles of manufacture.

M. G. Ruspini (*Arch. di Med., &c. Roma*) says that violet light has an extraordinary action on animal and vegetable life. Plants cultivated in conservatories made of violet glass grow with remarkable rapidity; and cattle kept in stables in which the windows are of violet glass increase rapidly in size and vigour. He proposes to apply these properties to man, and to use windows of violet glass in hospitals and schools for children, in order to assist the development of the children. He suggests that experiments should be made on a large scale with silk-worms, and if the result be favourable, the method can be generally used in agriculture and hygiene.

It is rumoured says the *pioneer* that the E. I. Railway authorities have decided on increasing the daily mileage to be run by drivers and firemen, and at the same time reducing the rates of pay given them for over-time. Great discontent is said to prevail among the men in consequence, and a meeting of drivers was to have been held at Allahabad on Monday last, to discuss the matter and to draw up a protest for submission to the Board of Agency. In the first instance the rumour as it reached us hinted at a possible strike. We are glad to hear, on inquiry from the railway authorities, that in this form it is inaccurate, but they would seem to be hardly aware of the extent to which their *employe's* feel aggrieved.

The *Englishman* is responsible for the following bit of gossip from home:—I suppose you are aware of the decision of the Secretary of State regarding the railway gauge. He is quite against "the further extension of the exceptionally broad gauge," which has proved to be needlessly cumbrous and expensive for the traffic of the country. The Trunk Road is not to be occupied by the line of railway. "No railway or any line, and certainly no railway with a single line, can transport whole armies with their stores, baggage, and followers. The *road must be left free for the movements of troops*, with the railway as an auxiliary, and not as a substitute." Some of the Council who cannot shake off "the alarmist," were for railways everywhere for the transport of troops in case of a sudden call, and would have had the Trunk Road applied entirely to iron rails, but they were overruled. The same men are against railways to the Neilgherries and Darjeeling, as they only encourage public officers to spend their time in the hills, to the great inconvenience of the natives, who have business to transact with their accessible rulers."

MILITARY ITEMS.

Several officers connected with the Military Finance Department of the Madras Presidency are about to proceed to Europe on furlough, *viz.*, Colonel E. T. Fasken, Examiner of Commissariat, Clothing and Stud Accounts; Colonel C. Scott, the Officiating Examiner of Ordnance Accounts; Colonel A. R. Fraser, the Presidency Paymaster; and Surgeon-Major G. Mackay, the Examiner of Medical Accounts.

SIGNOR INZOLI'S CONCERTS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—You have doubtless read in your contemporary's edition of this day Signor Inzoli's pitiable account of the result of his enterprise and his appeal to the public.

The marvel to me is that any man having resided here some years should have thought that our Bombay public had any taste or desire for music or any other similar "luxe des descouvrés." We do not come out here to encourage among natives tastes that may elevate them to a European standard. We are here to make money and not to spend it.

True, we do perhaps spend a little more than is quite needful in carriages and horses and toilettes and dinners, but then we must keep up appearances, whatever we do, otherwise our native constituents might think us less wealthy than we like to make them believe; but we must draw the line somewhere you know, and we draw it at Italian concerts and similar frivolities. Meanwhile, I suppose we must help the Signor a little. It was certainly very good, though foolish of him, to make such a venture, and his artists are really first-rate and accomplished singers. Unfortunately our engagements are numerous, the levée on Friday, the Fancy Rag Ball on Wednesday, two or three dinner parties and the Cotton Green every day—what can we do?

The Signor, I know, would rather take a rupee and give me a concert for it. But I would rather give him ten and not go. No doubt his singers are excellent, but exchange is at 1s. 11½d. and fair Dhollera down to five pence. You may imagine that I have no heart for sweet sounds even if I had any taste for music. However, if the Signor will send round to my place, I'll take some tickets for his two concerts with pleasure, and I am sure everybody else will do the same, only do tell him that he must not think that we have any time for Italian operas and exhibitions of pictures, and copies of old frescoes in Ajunta and scientific researches. Waste of time, Sir—and time is cotton.

DIOGENES.

II.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I was not at all surprised to read in your contemporary's issue of this morning the appeal made by Signor Inzoli on behalf of his Italian Opera Troupe. I only wonder he did not throw the sponge up before this; and he certainly deserves credit for fighting against despair as he has done. It must be heart-rending to any one, after all the labour and expense he has been to, to find that he is not supported. But nothing will now surprise me when the Bombay public is concerned. I have come to this conclusion since Madame Arabella Goddard was here. Did the public come forward then? There were a few who served their inclination and did their duty. But how many absentees were there? Of those who attended, how many of the so-called leading members of society were to be found in the rupee seats? There were some of the above so determined not to be done out of more than *the rupee*, that they actually brought chairs with them for the ladies. Let Bombay go and hide its diminished head, after the humiliating appeal of Signor Inzoli. It claims to wrest from Calcutta the seat of capital of India; and in its supreme disdain calls it all manner of names; but, O Pharisee! just listen to what your humble sister is doing. It can support an Opera Company, for which it subscribed more money than what the impresario asked to be guaranteed, and it has, as an institution, a large English theatrical company, besides the usual birds of passage. Look at the other picture—an impresario ruined in purse and bad in health, through catering for the Bombayites, with seven European artistes on his hands, and without the wherewithal to send them home again. And why? Because the discerning Bombay public choose to give them the cold shoulder; and many without a trial. Bombay had the reputation of being the most philanthropic city of the Indian Empire, and, if its citizens still desire to retain it, let them come forward, one and all, and extend a helping hand. Their charity is not required, but their attendance at the next few concerts, where I am sure they will receive a

22nd January.

QUID PRO QUO.

ANOTHER TUNE ON THE BROKEN PIANO.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—None so deaf as they who won't hear. Explanations have been tendered both in your own and contemporary's columns, touching the unfortunate occurrence in the Town Hall. It was an accident that might have occurred had the Hall been in possession of much more fashionable and distinguished company, in which case anonymous public writers would allude to it in very different language, I opine, to what it pleases them to use while the culprits are such social pigmies as Preventive Officers. The Delhi correspondent wanted a subject for his pen, and he forthwith seized on this story as soon as it appeared and religiously closed his ear to explanations. However, I don't think the philippic he hurls is likely to do much harm to those against whom it is directed, for there are evidences in the composition which warrant the inference that the writer does not tower so much over those humble Preventive Officers as he would have the world believe. Everyone remembers the story of a certain animal that borrowed the coat of another and went about the woods terrifying all the little ones; it only wanted some one bold enough to look and detect unmistakeable signs of Maitr Baudet's humble birth and appearance, who tried to play a greater part in this wicked world, but nature in anticipation of these pranks of a weak mind had set its mark too strongly on the humble but ambitious animal.

I don't think there are many who will subscribe to the assertion that Custom House officers are hated all over the world. A well-constituted mind sees nothing wrong in submitting to the laws of the land. If he did, he would in a manly way pour out the vials of his wrath against the men who direct the officers and command them that they should do this evil thing. Finally, let me impress on this vituperative correspondent and others whom it may concern that—

> The free, the mighty man, alone may listen
> To the fair impulse of his human nature;
> We are but the poor tools of the law,
> Obedience the sole virtue we dare aim at.

A PREVENTIVE OFFICER.

"REDTAPEISM."

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Would not the following come under the category of the many acts of an over-officious governing body, styled "Redtapeism?"

A.'s wife leaves India for home, and he, when writing to her, addresses as on a former occasion, but unfortunately the whole of the letters, sent for two months go astray and return to the "Dead Letter Office." They are there opened to find the address of the sender, and thus the sacred contents are thrown open to the enquiring gaze of eyes they were never meant for.

A. writes to the Department, asking them to forward to his address, unopened, all the letters returned bearing his wife's address. Annexed is the reply:—

No. 304 of 187 .

From the Superintendent Dead Letter Office.

Sir,—Adverting to your letter dated the 17th instant, to the address of the Postmaster of Bombay, I beg to inform you that the rules of the Department prohibit the return of unclaimed covers unopened, unless the name and address of the sender is given on the cover outside.—Yours, &c.

RAMCHUNDRA B.,
Superintendent.

Bombay, Dead Letter Office, dated 22nd January.

So that you see, Sir, there is no help for it, it is one of the grievances we must grin and bear.

In any other part of the world a list of unclaimed letters appear monthly, in the daily journals, and a catalogue of letters lying in the "Dead Letter Office" is hung outside, so that you have the satisfaction, when you pen a letter of a private nature, of knowing that no portion of its contents meets the eye of a stranger. Could the Postal Department, here, not adopt the same plan, if even they levied a fine on the receiver of the unclaimed letter, in order to meet the expenses incurred by advertising and printing? J. C. M.

Bombay 23th January.

THE USE OF SANDSTONE IN ROAD-MAKING.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—In the *Gazette* of 26th August 1873 there appeared a letter signed "Goggles" on the subject of road-making in Bombay. "Goggles" argued that the use of sandstone as binding might be dispensed with.

I thought it worth while to give the proposed system a fair trial. The result of the experiment is stated in the subjoined letter from the Municipal Engineer, which may perhaps interest some of your readers.—I have, &c.

W. G. PEDDER,
Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 21st Jan.

No. 279 of 1874.

Bombay, 17th January 1874.

To the Municipal Commissioner.

Sir,—On the receipt of your No. 4632 of 1873, forwarding a copy of a letter which appeared in the *Bombay Gazette* of August 26th, 1873, under the pseudonymous signature of "Goggles," on the subject of the use of sandstone in the construction and the repairs of macadamised roads, I instructed the superintendent of roads to make an experiment in accordance with the suggestions made in that letter. The accompanying report from the superintendent will show the result.

It is impossible, I believe, to consolidate metal such as we use in Bombay without the assistance of sandstone or some other substance which will fill up the interstices.

The result of the trial on the Cruickshank Road is, that the whole of the cost of rolling the portion not sandstoned has been thrown away, for as soon as the traffic was permitted to pass over it the metal became loose and absolutely in a worse condition than when first deposited prior to being rolled. The passage of the traffic had caused sufficient friction between the edges of the metal to reduce their sharpness and to make the stones anything but the approximate to a cube, the shape which is necessary to secure a good road on the macadamised principle.

Some time ago I conducted some experiments near the late Venayekrao's house at Girgaum, with the large steam-roller, in order to satisfy Mr. Crawford that it was impossible to make a good macadamised road without a "toothing" of some sort. The result of those trials coincides with that obtained from the late experiment at the Cruickshank Road.—I have, &c.

(Sd.) Rienzi Walton, C.E.,
Executive Municipal Engineer.

"The road was entirely closed for traffic, one-half picked, bottomed, metalled, and well rolled in with sandstone; the other half without sandstone. The road was then opened for traffic. In three days the half of the road without sandstone became so loose and rough that it was almost unfit for traffic, and the trouble and expense of rolling entirely lost, proving in a most decided manner that it is impossible to consolidate roads in Bombay without blinding or binding material of some description, and that its use is not a wasteful expenditure. The material in use at present is the best procurable on this side of India."

SUNDAY REFLECTIONS FROM BELGAUM.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—So little is going on here in the shape of gaiety or news, that I am tempted to give you a Sunday sermon on preaching for the want of some other subject. Many like a sermon, if it is a good one, and all of the more devout amongst us must regret the want of two ministers of the Church of England, and that a layman should, while there is a resident chaplain here, be permitted to read the service in a consecrated building. Many suppose that this is done to show off the lucid and forcible style of the Protestant preaching in this place, as the want of a valuable article is never so much felt as when it is unobtainable, while the dry matter-of-fact way in which a man, who has no vocation for the work, reads prayers, without the after flourish of a sermon, sounds very much like a plain substantial dinner without the spicy pudding and elegant dessert. Some others say that this lay service is read in the morning, that its masses may be induced to go to Church in the evening to appreciate the unmixed advantage of the real orthodox article, served up with all the occasions of singing, and full canonicals. Be this as it may, there ought undoubtedly to be two clergymen in the place, or *one* Church, where the regular service should be performed, and not a makeshift for it. The English pulpit is a gigantic institution. It has been well said in a recent review on the subject that eloquence sought for its own sake is sure to be mischievous and to defeat its intention, and that all action in the pulpit which is not natural must be bad and injurious to the effect of the sermon. Is it not Milton who says "True eloquence is the daughter of virtue"? A sermon preached from sincere conviction and with a sense of the importance of its object, if not eloquent in the properties of speech and fluency, will be something better than eloquent. It will gain its end in a quicker way than it would have by some artificial but meretricious means. Its style should be studied from the side of a clear mode of expressing the ideas, and not from that of rhetorical effect and display. When that much to be remembered but eccentric Mr. Spurgeon, from the pulpit, delivered at a commencement of a discourse one or two oaths worthy of a trooper, he perhaps was only carrying into effect one precept of good preachings, "that an important message faithfully and energetically delivered is never forgotten."

"Never forgotten;" And that brings me to the test of a good sermon. That is to be found in the degree of distinctness with which it is remembered by the hearers. When one goes to Church and leaves it without remembering what has been said, either the preacher must have been very weak or the hearer very inattentive. On the other hand, sometimes the pulpit is so dry that it cannot be tapped. For the 'thoughts that breathe and the words that burn" are substituted a "Sahara-like dryness and barrenness" wearisome in the endless monotony of sentences; and in vain is the attention of the hearer spurred in the endeavour to connect the diarrhœa of words which have no form, nor leave any abiding influence on the mind. When this happens, my advice is, stop away.

I think I have said enough for one Sunday letter. I have been led away in this from local matters to give you some remarks—both borrowed and original, on pulpit eloquence, which I hope will—as it has always done—flourish in Belgaum. This is contradicted by some people, who of course form a discontented minority. More next Sunday. Q.

Belgaum, 18th January.

NEWS-LETTER.

[FROM OUR OWN CORRESPONDENT.]

ADEN, 9th January.

The dulness of this place is being gradually dispelled. A theatrical club has recently been started under the name of "The Eastern Telegraph Amateurs Dramatic Club." As the profits accruing to the performances are for the sole benefit of the poors' fund many military and civil officers and outsiders have subscribed a liberal amount towards the club, which is indeed deserving of encouragement. A saloon of the Prince of Wales Hotel has been engaged for the theatre. Scenes have been provided by Mr. C. Reynell, who is also the pianist of the company. They have already given two performances, and the actors acquitted themselves very well. Mr. R. Weinwright, who took the part of "Captain Bosh of the Hungry Army" at the first performance and "Bung, a Parish Beadle," amused the audience very much.

Several balls have been given here during the course of the last two months, and the Naval officers of H. M.'s vessels of war in the harbour add much to the gaiety of the station. On New Year's Day there was a dance at the 2nd Native Infantry Mess, which went off, I hear, pretty well. There were only ten ladies to fifty gentlemen, so that most of the latter looked like spectres. On Tuesday night, the long-talked-of Masonic ball came off in the Prince of Wales' Hotel. The decorations were very magnificent. There was a large gathering of ladies and gentlemen at this entertainment. The native regimental band played up to the last hour.

Our harbour has not been without a war-vessel for the last three months. No sooner does one ship go than another puts in an appearance. The Columbine from the Persian Gulf arrived on the evening of the 7th, and is bound home. The Wolverine, Philomel, Columbine and three or four foreign and Turkish men-of-war are in the harbour. The Glasgow, the Rinaldo and the Thetis from the east, and the Swinger, the Nassau and some other vessels from the west are expected very shortly here.

The Kwang-tung, which left here on the 2nd instant with Captain Hunter on board for Hodeida and Native Grenadiers reliefs for Perim, returned on the morning of the 8th, and reports that after disembarking the reliefs on Perim Coast she proceeded to Hodeida, where after a stay of one day there she put back, embarking at Perim the relieved sepoys on board. About what took place at Hodeida nothing as yet has transpired. She brought two native merchants and about 200 bags of coffee from Hodeida. The cause of the Perim reliefs being brought to Aden before the expiration of their time is said to be that their evidence is required in a court-martial on a captain, who is said to have absented himself from duty without leave.

BOMBAY.

The Poona Sarvajanick Sabha.—The Maharajah Holkar has contributed Rs. 4,000 to the Poona Sarvajanick Sabba.

Dhooliakote Jail.—Mr. H. J. Duggan has been appointed Superintendent of the Dhooliakote Jail, vice Mr. Moise, deceased.

The Suba of Nowsaree.—The Suba of Nowsaree, who has been suspended for the last three or four months, is reinstated in his appointment.

Parell Accident Fund.—Rs. 142 have been received from Mr. Smith on account of subscriptions received by him at the Apollo Bunder Refreshment Rooms.

Liberation of the Prisoners from Nowsaree Jail.—Nearly seventeen prisoners were liberated on Monday last from the Nowsaree Jail by order of the Gaekwar.

Archæological Surveyor in the Bombay Presidency.—Mr. James Burgess, who returned by the last mail, assumed charge of his duties as Archæological Surveyor in the Bombay Presidency from the 15th inst.

Maharaja Holkar at Akulkote.—The Maharaja Holkar, who had been at Akulkote to visit the Swami Maharaja there, returned to Poona on Monday. The Swami, who is a learned and religious man, has been visited by several native princes.

Revenue Commissioner, Southern Division.—Mr W. H. Havelock, Revenue and Police Commissioner, Southern Division, has been allowed privilege leave of absence for two months from such date as he may avail himself of it after the 20th April next.

Accident.—A Parsee lad named Hormusjee Rustomjee, aged about seven years, fell on Wednesday from the third storey of a house, situated in New Sonapore Lane. The boy was much hurt, and is at present under medical treatment at his own residence.

Found Drowned.—Yesterday morning the body of a Parsee named Nusserwanjee Sorabjee was found floating in the Baboola Tank. The father of the deceased appears to state that deceased had been of unsound mind for some time past, and was missed about four days ago.

Theft by a European Seaman.—Carl Pynet, a seaman of the steam ship Muriel, was charged yesterday before Mr. Nana Morojee with stealing a quantity of clothing, belonging to Sterns Purdy. The prisoner was adjudged guilty and sentenced to three months' rigorous imprisonment.

Robbing a Magistrate.—Mr. Dosabhoy Framjee, Acting Second Magistrate of Police, reported to the police on Wednesday of the theft of sundry articles valued at about Rs. 40, from his bungalow at Cumballa. An ayah in the service of Mr. Dosabhoy is suspected of the theft. Enquiries are being instituted into the matter.

Accidental Death.—A soldier of the 56th Regiment, the *Sindian* says, was found dead on the morning of Thursday last week, in the Ram Baugh Tank, Kurrachee. He had, it appears, been carousing on the previous night in a disreputable locality, and, it is presumed, had fallen into the tank when endeavouring to make his way back to barracks.

Mortuary Return.—The total number of deaths registered during the week ending Tuesday, the 20th January, was 346, being 7 more than in the preceding week, 14 less than the total of the week ending 21st January 1873, and 8 less than the mean of the corresponding period in the previous five years. During the week, 231 births were reported in the different districts of the city.

Statement of Silver Balances in the Mint.—Value of silver in the Mint on the morning of the 12th January 1874, Rs. 16,70,430; add, silver received during the week, Rs. 35,899; deduct, new coin paid during the week, Rs. 1,00,183; balance, Rs. 16,06,146. There are in addition 1,75,790 rupees worth of silver bullion belonging to private individuals deposited in the Mint vaults and awaiting assay.

Petitions to the Gaekwar.—A correspondent of the *Bombay Summachar* states that when Maharaja Mulharao was returning to Baroda on Monday, a large number of coolies and others crowded around the carriage with petitions and insisted upon presenting them to H. H., in spite of the opposition shown by the personal attendants of the Maharaja. The petitioners were so importunate that Hariba Dada, the Revenue Commissioner at Baroda, was obliged to alight from the carriage and receive the petitions from the parties.

Police Delinquency.—It must be in the recollection of our readers that Vittulrow Goondoo, a Chief Constable of Barmattee, was found guilty by Dr. A. G. Fraser, the Railway Magistrate, of receiving a bribe and using criminal force, and was sentenced to pay a fine of seven hundred rupees, and two hours' simple imprisonment. On this conviction and sentence an appeal was made to Baron H. DeLarpent, the Session Judge of Poona, who confirmed the sentence of the Magistrate, and in addition sentenced Vittulrow to one year's rigorous imprisonment; but Vittulrow took great care to make himself scarce, and up to this day he has not turned up. In the above case all the papers were called for by the High Court of Judicature, who on reviewing the proceedings of the case in question confirmed the sentence of the lower courts.

MIKADO JAPANESE TROUPE.

These clever performers have now made two appearances in their new pavilion or "floating theatre" as it is called in the announcements, and have been well patronised on both occasions. They would seem to have done wisely in establishing themselves on the Esplanade, as the Grant Road Theatre, owing to its out-of-the-way position, requires more than ordinary attraction to ensure a good house. We do not mean to say that the Japanese are not attractive; on the contrary we consider many of their performances to be of a high order. There is a neatness and finish about all their feats of legerdemain that is very pleasurable. There seems, however, to be an impression abroad that having once seen a Japanese troupe one has seen them all. This is by no means the case; they introduce very considerable variety, and we feel convinced that any person seeing them would not be tired by going a second or even a third time. The butterfly trick and the top-spinning, of themselves even, should be sufficient to ensure a good attendance. There is every reason to think that the present place of exhibition will prove a success, and we think we might do the proprietor a service by whispering a hint to reduce the reserved seats to Rs. 2.

THE KOTH SUCCESSION CASE.

The Chief Justice and Mr. Justice Melvill sat yesterday at the High Court, Original Side, to hear a matter arising out of the civil suit and criminal prosecution in connection with what is known as the "Koth Succession Case." Mr. Macpherson, instructed by Messrs. Jefferson and Payne, appeared for the plaintiff in the civil suit, Roopalibaee, the widow of the Thakore of Koth. The Advocate-General, instructed by the Government solicitor, appeared for the first defendant, the Secretary of State; and Mr. Latham, instructed by Messrs. Hearn, Cleveland, and Peile, appeared for the second defendant, Raesingjee Shewsingjee. Mr. Starling, instructed by Messrs. Jefferson and Payne, appeared for all the accused in the criminal case, the Queen *v.* Roopalibaee and others.

Mr. Macpherson moved, under chap. 3, rule 8, of the Bombay High Court, for a decree or such other order as the Court might think proper against the second defendant Raesingjee, he having failed to file his written statement within the time fixed by the Court. After reading the affidavit and the correspondence on which the application was based, the learned counsel said he would not press for a decree as, under the rule, he would be entitled to do for want of a written statement, but he asked that the defendant might be put under terms to file within a reasonable time his long withheld statement of defence. Plaintiff did not seek any order against the Secretary of State, and a notice had been sent to the Government solicitor merely as a matter of courtesy.

After a lengthy discussion, the full Court granted the second defendant three weeks' time to file a written statement on the terms of his paying the plaintiff's costs. The Secretary of State was to pay his own costs. The criminal case, which was fixed for trial at the February Sessions at Bombay, was ordered to be traversed to the April Sessions, in order that the civil suit should be heard before. If Mr. Latham expressed an apprehension that, should Mr. J. Richey, talookdaree settlement officer, now on six months' leave to England, not return to Bombay in time, it would be necessary to apply for a further postponement of the civil suit; and, in consequence, of the criminal case also.

THE FRAUD ON THE G. I. P. RAILWAY.

The Senior Magistrate of Police was engaged the greater part of yesterday in the investigation of the case in which an Eurasian named Joseph Aliston Watts, late a clerk in the G. I. P. Railway, stands charged with forging orders and receipts for the delivery of money, and other documents.

Mr. Cleveland, solicitor to the Company, appeared to conduct the case in behalf of the prosecution; the prisoner was undefended.

Mr. Henry Conder said—I am General Traffic Manager, G. I. P. Railway. I have known the prisoner for about two years and a half. He left the Company's service on the 17th May last. Shortly before leaving he was employed as a general and copying clerk. He had to fill up refund vouchers occasionally. I am well acquainted with his handwriting. I recollect a question arising about the beginning of November last, respecting the payment of monies under certain vouchers. One of them was a voucher for monies payable to R. M. Scott, Esq., Civil Service, for the amount of fare for one horse from Jubbulpore to Dhond, the amount of which was Rs. 96. It was dated the 17th November last. This is it (Exhibit A No. 2.) I searched the office for any document applying for this refund, but did not find it, and therefore sent for the voucher from the auditor. On receiving it the book in which the counterfoil for this voucher ought to have been found was examined, but there was no such counterfoil. The counterfoil which should have borne the number was missing. I then sent to the stations, Jubbulpore and Dhond, to see if any horse had been sent from Jubbulpore or received at Dhond about that time; and I then ascertained that no horse had been so sent. Another voucher had also been sent to me at the same time for refund to Major F. C. Bunbury, Staff Corps, for a horse from Nagpore to Dhond, dated 1st September 1873, and I found this was in the same position as that of Mr. Scott. There were no papers connected with it had been received, no counterfoil existed, and no horse had been booked at Nagpore or received at Dhond. I then obtained from the auditor all the vouchers for the last three or four months, and on going through them found several of the counterfoils were missing. I produce seven vouchers addressed to the station master at Bombay. The whole of those are, I am of opinion, in the handwriting of the prisoner. They are not in his ordinary handwriting, but I believe they must have been written by him. I caused search to be made for the papers, which ought to have been found, relating to these vouchers, but could find none. After carefully examining the signatures on those purporting to be mine, I believed, and still do believe, under the circumstances of the case, that they are forgeries. After carefully examining the body of the vouchers, I believed and still do believe, that the handwriting is that of the prisoner. I produce seven vouchers addressed to the station master at Byculla. I also produce four vouchers, addressed to the station master at Poona. I now refer to Exhibit A. No. 1. I caused search to be made for any papers connected with these several vouchers, but found none. I believe the signatures purporting to be mine are forgeries, and that the handwriting in the body of these vouchers is that of the prisoner. The money by voucher Exhibit A., No. 1 is made payable to Captain LeMesurier, R.E., Deputy Consulting Engineer for Railways, Central Provinces, dated 29th July 1873. I am acquainted with Captain LeMesurier. I know his signature. The signature on the back of that voucher is not Captain LeMesurier's signature. I know that Captain LeMesurier had left the Central Provinces in October 1871, and since then he had been tat Kurrachee. I had letters from him from that place from time to time. On 3rd of November last, I wrote to Captain LeMesurier at Kurrachee, asking him if he had obtained a refund of Rs. 133-7, the amount of the voucher, and for which a receipt had been given in his name. I received a letter from him in reply, dated the 13th November 1873, which I produce, saying that he had obtained no refund. To the best of my belief I say that the signature of "A LeMesurier" on the back of the Exhibit A No. 1 is not the signature of Captain LeMesurier, and I believe it to be in the handwriting of the prisoner. The letter, now produced to me, dated the 17th July 1873, purporting to be signed by me, does not bear my signature. I never gave any such certificate as the one produced. The letter dated 2nd December 1873, addressed to Captain Henry, now produced to me, was never written by me, and the signature on it is not mine: some of the statements in it are not true. To the best of my belief the Company has been defrauded of between Rs. 3,700 and Rs. 3,800 by means of the forged vouchers, to which I have referred, and of other forged vouchers which I have not put in. Money should not, under any circumstances, be paid upon these vouchers, except upon my signature. No one has ever had authority to sign my name.

Prisoner declined to cross-examine.

After the examination of several native witnesses the magistrate committed the prisoner for trial at the ensuing Criminal Sessions of the High Court.

THE CHARGE OF DEFAMATION AGAINST THE EDITOR OF THE "PARSEE PUNCH."

The hearing of the above case was resumed yesterday afternoon, at the Fort Police Court, before Mr. Nana Morojee, Acting Third Magistrate.

Mr. Ardashir Framjee, solicitor, appeared for the complainant, Mr. K. N. Kabrajee; Dr. Dallas (Dallas and Lynch) for the defendant, Mr. N. D. Apakhtiar, editor and proprietor of the *Parsee Punch*.

Before the case was proceeded with, the magistrate intimated that the question which was reserved at the last hearing, namely, "What would be the effect of such imputation in the witness's mind?" could not be put to the witnesses, as it was only a question for experts.

Mr Ardashir said that he would call no more witnesses.

The written declaration was then put in, after which the magistrate asked Dr. Dallas if he desired to address the Court.

Dr. Dallas having declined to do so, the magistrate remarked that he had made up his mind to commit the editor. The defendant was then formally committed to stand his trial at the ensuing Criminal Sessions of the High Court, and was admitted to bail in his own recognizance in the sum of Rs. 2,000 and two sureties in Rs. 1,000 each.

CONVICTION ON A CHARGE OF FORGERY.

A short time ago at a Court of Criminal Sessions held at Amedabad, before W. H. Newnham, Esq., Session Judge, Purbhoodas Ambaram, a money-lender, was charged with forgery, and four others with abetment thereof, in that the first prisoner had forged a valuable security, namely, a bond of debt, purporting to have been passed to him by one Fuckeerbhai Kustoorchund, the complainant in the case. The prisoners were convicted and sentenced to seven years' rigorous imprisonment each. A High Court, on a review of the proceedings, confirmed the sentence.

SERIOUS FIRE AT CALLIAN.

On Sunday night last about 11 o'clock a serious fire broke out at Callian, in which several houses, belonging to Parsee residents of that place, were completely destroyed. The damage done to property is estimated at about Rs. 80,000.

SHIPPING ITEMS.

The Austro Hungarian Lloyd's steamer Tebe, from Trieste, left Aden for Bombay on the 20th inst.

The s. s. Pehlwan, 101 tons, Captain W. Pead, sailed yesterday for Coast and Cutch with a general cargo, and 79 deck passengers.

The Ship Norah Graeme, 1001 tons, Captain J. Cope, arrived in harbour on the 21st instant from Liverpool (September 23rd), with a cargo of 1,339 ton coals. The vessel is consigned to Messrs. Edward Bates & Co.

The B. I. S. N. Co's s.s. Malacca, 360 tons, Captain J. James, arrived in harbour yesterday from Liverpool (November 10th), calling at Alexandria, Port Said, Suez, Yenabo, Jeddah and Aden, via the Canal, with nine deck passengers from Aden, and the following cargo:—Transhipment cargo ex s.s. Calcutta from Zanzibar via Aden to Bombay—99 bundles and 1,476 pieces ivory, 257 packages cloves, and 4 bundles sea-horse teeth. From Aden.—23 bags coffee, 76 packages benjamin, 29 bags herabole, 15,156 bags gum, 1 package shell, 3 packages fish fins, 11 packages wax, and 320 packages incense.

INSOLVENT DEBTORS' COURT.

Petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of the Act made and passed in the eleventh year of Victoria, Chapter XXI.:—

John Cartey, a sub-inspector in the Municipality, Health Officer's Department.

Vunmalli Gavare, a native doctor.

Chutroo Jeewan, Paroobaee, his wife, and Hurry Jeewan, milk-sellers.

Runsord Sewjee, a Guzerathi writer.

Dewjee Mooljee, a general merchant.

Noorbhai Peerbhai, a sarang.

Mothilall Culliandass, a metha in the employ of one Framjee Cowasjee.

Francis Angus Spencer, lately trading as a merchant in Bombay in partnership with J. A. J. Shaw, under the name of Spencer, Shaw and Company, and in England under that of F. A. Spencer and Company.

Abdool Rahimon Hafiz Abdoola, and Abdool Kurrim Hafiz Abdoolla, dealers in goats' skins.

Sorabjee Pestonjee, a fitter in B. B. and C. I. Railway Company.

Premchund Motichund, a broker.

Rama Madoo, a milk vendor.

Babajee Dowlutia, a muccadum of lamp lighters in the Gas Company.

Balloo Gopall and Govind Gopall, the first-named insolvent is a dealer in electro-plating and guilding, and the second a servant in the service of P. and O. Company.

Sojoo Mooljee, and Khetel Vuzanee, formerly traded in partnership with Asso Mohunsey, under the name, style, and firm of Asso Mohunsey, and lately traded under the name and firm of Sojoo Mooljee, as dealers in grain.

Pallonjee Nowrojee, a dealer in toddy.

Byramjee Cooverjee, a dealer in toddy.

Thacoordass Luckmidass, a broker.

James Mignon, a Government pensioner.

Ramdass Ludha, who lately traded in partnership with Ludha Moorarjee in Kurrachee and Bombay, as a general merchant.

Shaba Gopall, formerly an English writer, now unemployed.

Gunnoo Oomajee, a servant in the service of one Madhowjee Ramjee

Bhanjee Rowjee, formerly a mehta, at present unemployed.

Damodhur Ragowjee, formerly carried on business as a cloth merchant in partnership with Ruttonsey Soonderjee, under the name and firm of Ruttonsey Soonderjee, and now a mehta in the service of Munjee Cara.

Dajee Poottajee, a servant in the service of Purshotum Nugindass.

Vurubhoocuz Oomedram, a broker.

Nurroodeen bin Shaik Sab Punday, and Mahomed Sallay been Shaik Sab Punday, haberdashers.

Ardaseer Jehangeerjee Framjee, formerly a merchant, now unemployed.

Doolubbhoy Lalbhoy, lately a broker, at present unemployed.

Domingos Manoel Murzello, an English writer.

Jugjeewan Bhowan, a blacksmith in the G. I. P. Railway Company.

Sewjee Gangjee, a dealer in piece goods.

Ebram Alias (*alias* Abboo Allana) and Sonabaee, his wife, the first-named insolvent is a dyer, and the second unemployed.

Cassumbhoy Nannoobhoy, a dealer in she-buffaloes.

HIGH COURT.—23rd January.

[Before the Hon. the Chief Justice and the Hon. Mr. Justice Bayley.]

(*Appeals for hearing.*)

138-71—M. H. Khan—Meerza Ally Ackbar Khan Bahadoor v Meerza Abdool Latiff Shoostry & others—Prescot & Winter.

198-72—Macfarlane & Skipsey—Framjee Furdonjee Colah v Dadabhoy Dossabhoy B. & others—Jefferson & Payne.

[Before the Hon. Sir Charles Sargent, Knight.]

Ecclesiastical Side.

In the goods of Rahimbhoy Alloobhoy, deceased—Hirabai widow of the said deceased—Macfarlane and Skipsey v Goribai, mother of the said deceased—Hearn, Cleveland and Peile.

In the goods of Rahimbhoy Alloobhoy, deceased—Hirabai, widow of the said deceased—Macfarlane and Skipsey v Rahimatbai, daughter of Alloo Paroo, and sister of the said deceased—Dallas and Lynch—Part heard.

In the goods of Rahimbhoy Alloobhoy, deceased—Hirabai, widow of the said deceased—Macfarlane and Skipsey v Fazulbhoy Cassumbhoy—Tyabjee and Sayani.

In the goods of Rahimbhoy Alloobhoy, deceased—Hirabai, widow of the said deceased—Macfarlane and Skipsey v Jafferbhoy Goolam Hoosein—Tyabjee and Sayani.

In the goods of Rahimbhoy Alloobhoy, deceased—Goribai, mother of the said deceased—Hearn, Cleveland and Peile v Jafferbhoy Goolam Hoosein—Tyabjee and Sayani.

[Before the Hon. Mr. Justice Marriott.]

Suits for hearing and final disposal.

LONG CAUSES.

651-72—Chalk and Turner—Abbajee Babbunjee v. Hannabai alias Rahalbai—Macfarlane and Skipsey—Part heard.

522-72—Hearn, Cleveland and Peile—Laljee Jairam v Hajee Soolamon Haji and others—Tyabjee and Sayani.

318-72—Hearn, Cleveland and Peile—Jesus Paulo Pereira v Culmet Mathews de Souza—Dr Dallas.

823-71—Prescot and Winter—Candas Shewaklall v The Commissioner of Customs—Mr Hearn.

92-73—M H Khan—Gulla Roopajee and another v Bhagoobai, widow—Jefferson and Payne.

[Before the Hon. Mr. Justice Pinhey.]

SUMMARY SUIT.

793-73—Dallas and Lynch—Appajee Pandoorung v Narayen Crustna Laud—No appearance.

LONG CAUSES.

698-73—M M Munshi—Kanjee Dwarkadass v Visramjee Jeychund—Manesty and Fletcher—(to be struck out.)

596-72—Manisty and Fletcher—Moorarjee Cursondass v Chuttoorbhooj Doss Bal, &c.

383-72—Hearn, Cleveland and Peile—Trimbuck Ramchunder v Nahanchund Javerchund—Dallas and Lynch.

581-72—Dallas and Lynch—Satur Narsu Dharmajee v Aukul Lingu Nagu—In person.

FURTHER PHILOLOGICAL HINTS.

The following words were inadvertently omitted from the list of "words in common use," to which the new method of spelling need not be applied, published last week in the *N. W. P. Gazette*. For the information of persons lately arrived in the country, we add the English equivalent of each word:—

I.—Words of common use in the Military Department.

Hoy—Fire used for the ignition of tobacco.
Low—An order to bring it.
Jow—An order to depart.
Hoyo—An order to approach.
Jildy—An order to act with celerity.
Hasty—An order to act with slowness.
Crab—An expression of disapprobation.
Hatcher—An expression of approbation.
Boot Crab } Expressions of extreme disapprobation
Beat Hatcher } and approbation.
Gowrer—A horse; also a British soldier.
Soor—A native horse soldier.
Babberchy—A regimental cook.

II.—Official Designations.

Mangy—A naval officer.
Lat—A Lieutenant-Governor.
Kaptarn—A non-military officer of police.
Consumer—An officer of the Commissariat Department
Kit—A subordinate consumer.
Molly—An officer of the Agricultural Department.

III.—Miscellaneous.

Dolly—The produce of a molly.
Kate—A field.
Fool—A flower.
Maze—A table.
[Words of the above character may be added *ad libitum* to suit individual taste.]
Chopper worner—A Hunterian printing press.
Poggle—One who writes under the influence of a Hunterian spell.

—*Pioneer.*

THE SIND, PUNJAUB AND DELHI RAILWAY.

In the last Report of the Directors of the Sind, Punjaub, and Delhi Railway we were informed that the gross receipts in the half-year ending 31st December 1872 amounted to £229,806, giving a weekly average of £8 838 14s.—that the railway receipts, exclusive of the Flotilla traffic, had amounted to £10 18s. 11d per mile per week, and to 6s. 2d. per train mile—that the Company had conveyed during the half year 905,444 passengers and 114,630 tons of goods—that the restoration of the damaged bridges was being proceeded with as rapidly as possible—that the works in progress for the improvement of Kurrachee Harbour had been favourably reported on by Mr George Roberton, Harbour Engineer for India, and by Mr. W. Parks, Consulting Engineer to the Secretary of State for Kurrachee Harbour—that the Government of India had made arrangements for doubling the mail service, formerly maintained weekly, between Kurrachee and Bombay—and that the receipts on account of Capital up to the 31st December, 1872, amounted to £11,075,749 8s 0d., of which there remained at that date a balance of £931,263 14s. 3d. at the Company's credit with the Secretary of State for India in Council. The Directors have now to report that during the half-year ending 30th June last, the gross receipts on the whole of the Company's system amounted to £259,0077s. 2d. Of this amount the passenger traffic contributed £110,429 10s. 1d., and the goods traffic £148,577 17s. 1d. The average weekly receipts were £9,961 16s. 5d. Comparing the result of the past half-year's working with that of the corresponding part of the previous year, it will be observed that the receipts from passenger traffic show an increase of £5,782 16s. 3d. The receipts from goods, on the other hand, show a diminution of £13,557 7s. 7d. During the greater part of the half-year a falling off was observable in the goods traffic on the Scinde and Flotilla sections of the undertaking. This was, however, in some measure, compensated for by an increase in the receipts on the Punjaub and Delhi section, attributable to the development of the grain traffic in the Loodianah district, from which large quantities of grain were sent to stations on the East Indian Railway. The working expenses during the past half-year amounted to £208,519 3s. 1d. or 80s, 51 per cent. of the receipts, leaving a net revenue of £50,488 4s. 1d. The question as to the mode of dealing with expenditure on the restoration works in progress is still unsettled, but the Directors are now in communication with the Secretary of State on the subject, and it is hoped that an early adjustment of the matter will be arrived at. In the mean while, the expenditure in question has been, as in previous half-years, debited to capital as a supense account. As in the preceding half-year, numerous trains were run, during the six months ending 30th June last, conveying material for the restoration and protective works at the bridges. The cost of these trains in the half-year is estimated to have been £23,650, for which traffic has not received any credit in the account. The gross railway receipts (exclusive of the Flotilla traffic) amounted, in the half-year ending 30th June last, to £235,164 8s. 11d. The average weekly receipts per mile of line were £13 9s. 2d., as compared with an average of £13 8s. 1d. per mile in the corresponding part of 1872. The number of train miles run during the half-year was 715,712. The gross receipts per train mile amounted to 6s. 6¾d., and the working expenses to 5s. 0¼d., the nxet receipts per train mile being 1s. 6½d.—The Company's Flotilla on the Indus contributed £23,842 18s. 3d. to the gross receipts in the past half-year as against £32,563 5s. 6 . in the corresponding six months of 1872.—The passengers conveyed by the Company during the six months ending 30th June last numbered 1,110,674, in the corresponding part of the previous year. Of the total number carried, 1,105,536 travelled by railway, and 4,005 by the vessels of the Flotilla. Of the travelling by railway, 1,071,254 were conveyed upon the Punjaub and Delhi section, and 38,242 upon the Scinde section.—The goods carried by the Company during the past half-year amounted to 150,152 tons, as compared with 152,732 tons in the corresponding part of 1872. Of this amount, 138,236 tons were conveyed by railway, and 11,916 tons by the vessels of the Flotilla—The articles furnishing the largest items in the tonnage of goods carried during the half-year were edible grain 31,666 tons; sugar, 21,342 tons; fuel, 18,297 tons seeds, 10,687 tons; and cotton and salt, each 5,462 tons. The articles contributing most largely to the traffic receipts during the half-year were sugar, the receipts from which were £22,283 1s. 4d.; edible grain, which yielded £16,483 15s 6d.; cotton £8,792 15s. 2d.; wool, £7,650 15s. 6d.; seeds, £6,690 4s. 0d., and European piece goods, £6,521 12s. 6d.—The Guggur Bridge was re-opened for traffic on the 27th June, and a new bridge erected at the 178th mile from Lahore, for the purpose of providing additional water way, was opened on the 30th June—At the Sutlej through communication was re-opened for traffic, on the 1st June, by means of a temporary bank of earth work filled in across the gap and protected with stone and arrangements have since been made which, it is believed, will enable the through communication to be maintained without interruption during the completion of the permanent work. The new girders for the restoration and extension of the Beas bridge were tested on the 13th October, and trains commenced running over the bridge on the following day. The acting Agent reports that, "the means taken for the protection of the various bridges" with stone have, in all instances, been satisfactory. Mr. Harrison adds however, that "there still remains a considerable amount of work to be done with stone at the Beas and Sutlej; and the large bridges will require careful watching for the next two or three years, that extra stone may be put in wherever there is any scour, as the full quantity has not yet been put around several of the piers."—During the past half-year the rolling stock was increased by the addition of 70, lowsided waggons.—Carriages specially fitted up for the convenience of through passengers are now run through, by arrangement with the East Indian Railway Company, between Lahore and Calcutta—In the last Report reference was made to the success which had so far attended the works for the improvement of Kurrachee Harbour. To the favourable opinions then mentioned as having been expressed by Mr. W. Parkes, Consulting Engineer to the Secretary of State for Kurrachee Harbour, and Mr. George Robertson, Harbour Engineer for India, in reference to the harbour works at Kurrachee, there may now be added the official testimony of the Commissioner in Scinde, Colonel Sir W. L. Merewether, K.C.S.I, C.B., who on the 15th September last, addressed to the Government of Bombay a despatch on the subject, from which the following is extracted:—"Vessels of the largest class may now enter and leave the port with perfect ease and safety during the fair season. * * * Vessels not exceeding 21 feet of draught can enter or leave the Port without difficulty or delay during all seasons of the year. And during the fair season, from October to 15th May, vessels of the largest class with draught of 24 feet can do the same. If, therefore, it is at any time desired to embark or disembark troops at Kurrachee for England, Sind, the Punjab, or North-West Provinces, no reason any longer exists why H. M.'s troop ships should not visit the Port, and so save the double shipment, which has hitherto been the objection to this line being adopted."—The despatch also mentions that the steamship Atalanta a large vessel drawing 19 feet 6 in. in the ballast and 23 feet 6 in. when loaded, was signalled off the port on the 15th September, steamed straight in, and was berthed within two hours from the time when she was signalled. Shortly after the date of Sir William Merewether's despatch, the Master Attendant of the Harbour, in a letter, dated 26th September, to the Commissioner in Scinde, reported that that the "steamer Atalanta 2,300 tons burthen (length from stem to stern 385 feet) drawing 23 feet 3in., left the harbour to-day (26th September) with a full cargo—upwards of 3,000 tons—for Liverpool; there was 27 feet of water on the bar, being 2 feet less than there would be at high water spring tides." "The fact," adds the Master Attendant, "of so large a vessel as the Atalanta loading here to a draught of 23 feet 3in. and crossing the bar with such ease, not even finding it necessary to wait for spring tides, goes far to prove the very great improvement that has been made in the channel over the bar, and also that vessels of the largest class can now load in this harbour, and enter or leave the port without danger or difficulty." A project has lately been suggested for the provision of deep-water wharfage at Keamaree to enable ships to lie alongside for the purpose of loading and unloading, and the Superintendent of the Harbour Works is prosecuting enquiries with the view of forming an opinion as to what inducements exist for Government undertaking such a work —*Sindian.*

WHAT IS OUR CANAL DEPARTMENT DOING?

The value of Irrigational facilities to a country like Sind which has the Indus only to depend upon for its supplies of water for purposes of cultivation, the genial showers of heaven being few and far between in the Province, does not admit of a moment's questioning. The late rulers of the country would appear to have had a keen sense of appreciation of the necessity for an extended system of Canal works, and some of the largest Canals we have were constructed under the regime of the Talpoors. They were wise and set an example which our Government would do well to follow more closely than it is wont to do. It is passing strange that, notwithstanding the costly establishments maintained specially for the superintendence of Canals, so little of attention is bestowed on them; there is a deal of correspondence kept up, and red-tape and foolscap are seemingly in the ascendant in the Canal Department to the exclusion of everything of a practical nature. There are Canals innumerable in Sind which *are* although they may as well *not be*; they have been constructed, and left to take care of themselves, not a thought being given to them after they have been constructed. Circuits are annually made into the Districts by the Officials of the Department, but all the good conferred by such "visitation tours" is seemingly the outlay they entail, a pretence is made of doing something, and that something is generally a journey into the districts and back again. It is not so very long since we drew attention to what had been achieved in the Ghorabaree District, in the way of Irrigational means and appliances being introduced, by the Deputy Collector and Magistrate, Mr. Tyndall, who has all along taken a warm and lively interest in the irrigation of the talookas within his jurisdiction. Had we a few Officials of his stamp in Sind, things would not be what they are here in regard to cultivation, which is wholly abandoned in many sections of the Province, simply from the want of water, although canals are said to be freely distributed through the length and breadth of Sind, and pretentious Canal establishments are kept up in order to impart an air of business to everything in connection with such works, whereas, if the truth were known, there is a lamentable amount of indifference displayed towards keeping Canals in working order, and rendering them capable of subserving the end they are designed to accomplish. As an illustration in point we have had brought to our notice the Baghair Canal, a work of the Ameers of Sind; the Canal was intended to irrigate the three talookas of Tatta, Sacra, and Ghorabaree; the waters of it were to pass through them, and then to flow into the sea. The mouth of the Canal is in the Tatta talooka. It has been gradually silting up of late years, and yet no steps whatever have been taken to clear away the silt. What a reflection on the Canal Department! The revenue derived from the lands cultivated by the Baghair Canal, during the time of the Ameers, was more than a lakh and a half of rupees per annum, and the area of the lands under cultivation was upwards of five lakhs of acres. Some two or three hundred villages on the banks of the Canal used, at the period mentioned, to be supplied with drinking water by it. The revenue from the lands cultivated by the Canal has now dwindled down to Rs. 30,000 per annum; a deficiency, therefore, in the revenue has arisen of Rs. 1,20,000! From the Rs. 30,000 realized from lands in the shape of taxes there are certain deductions made on account of remissions to cultivators, owing to failures in crops, so that on the whole the actual amount of revenue yearly is considerably less than Rs. 30,000. Owing to the cause mentioned, namely, the silting up of the mouth of the Baghair Canal, the principal number of the villages has been abandoned, and the population in those parts is not now one-fourth of what it was during the rule of the Ameers of Sind. At certain seasons of the year, when the river is low, the inhabitants are put to serious straits, for the want of water both for drinking and cultivating purposes; the water in the canal for nearly five months is saltish, as the rush of water from the sea is sufficiently powerful to counteract the flow from the canal. In years gone by when the canal was well looked after, and kept in efficient working order, the force of the current in it was such as to prevent the sea water from making inroads into the Canal. Now, however, matters are so managed by our boasted Canal authorities that things are conducted on the happy-go-lucky principle, and irrigational works are left to take care of themselves the best way they can. As another proof of what the Canal was capable of doing when the Ameers held sway over the Province we may adduce the fact of its supplying water to extensive Sugar-cane planations, extending over 3,000 acres, which were irrigated entirely by the Canal. At present it is difficult to cultivate sugar-cane to the extent of one-eighth of the area mentioned, owing to the insufficiency and badness of the water.

It is necessary here to mention that the cause of the Canal silting up is the shifting of the course of the River which supplies water, or used to supply it only when it is at its full height. The course of the River having been changed necessitates a change in the position of the mouth of the Canal. Even when the River is at its full height the water from it cannot be made to flow through the Canal over lands which are at an elevation. Hence Government, or tributary canals, and the water-courses of the Zemindars, are deficient of water for purposes of irrigation. The results, therefore, are failures in crops, which are of periodical occurrence, and labour and money expended on cultivation being literally thrown away. The condition of the Zemindars and peasantry, under such untoward circumstances, is one verging on destitution, as they have scarcely the means to cultivate any longer, and even if they had, it would be useless to cultivate in the face of such serious drawbacks, and when there is nothing but failure before the cultivator.

All that is required to be done to remedy the grievances complained of, is to have a new mouth made to the Baghair Canal, and if the Canal Department were at all up to the mark of its calling, it would have seen that this necessary was supplied long ago. A new mouth would be the means of bringing lands, now lying desolate, under cultivation, and along with the change it would effect in the circumstances of the cultivators, it would benefit the public revenues immeasurably. We believe the talookdars of Tatta, Sacro and Ghorabaree have preferred a petition to His Excellency the Governor of Bombay on the subject-matter we are now dilating on, and it is to be hoped that in their interests as well as in those of the revenues His Excellency will be induced to adopt such measures as he may deem requisite to obviate the drawbacks complained of. A state of things like the one we have been describing is a disgrace to a civilized government, and we greatly fear that the Baghair Canal is not the only one which is in a condition next door to useless.

It has been pointed out that during the rule of the Ameers the practice prevailed of clearing out Canals from their mouths to their tails, throughout, instead of, as now, simply clearing only such portions as happen to be silted up. By following up the practice in vogue in times past, the revenues of the Ameers used to be benefitted considerably. Of late years the water-courses have been neglected as well, consequently the flow of water is utterly inadequate to the irrigational wants of the cultivators of even small patches of land. It is to be hoped enquiries will be instituted into the actual condition of the Canals in Sind, and that the Baghair Canal will come in for a share of attention; its condition, from all accounts, is simply disgraceful.

While on this subject, we would wish to say something regarding the necessity for reviving the old system of advances to cultivators pursued by Government. During the administration of Sir Bartle, then Mr. Frere, as Commissioner in Sind, the Zemindars and cultivators were allowed certain advances by Government, to enable them to cultivate their lands without calling in the aid of grasping and extortionate money-lenders. These advances were known as "Takavi" allowances, the re-payment of which was made within a year. They have for some years been discontinued, much to the injury of the landholders and cultivators, who are now compelled to borrow at heavy interest. The privations they undergo during a season of drought, when failures in crops deprive them of the means of meeting their engagements, are something fearful, [illegible] tion to introduce the [illegible]rnment, we believe, has it in contemplation [illegible]nd. Reduce the Permanent Settlement system into Si[illegible] Before it is enforced, measures ought, we think, to be taken to render the Canal works efficient, and to put this Baghair Canal, for instance, into proper working order, or else the probability is that the system will be made inoperative from there being no cultivated lands on which it could be made to operate.—*Sindian.*

Holloway's Pills and Ointment.—Diseases of the Chest.—The daily increase of deaths from these causes is positively appalling. During the last three weeks, from the hot days and cold nights many aged and delicate persons have died of bronchitis, inflammation of the lungs, and other chest complaints, perfectly remediable at their outset. Let no one afflicted in the chest [illegible] a moment to use Holloway's potent remedies. [illegible] they will mitigate each symptom, and avert those disastrous consequences [illegible] by the Registrar General. Rub the Ointment thoroughly over the chest at least three times a day, and take the Pills exactly according to the printed instructions affixed to each box and pot. Immediate relief and permanent cure will result.

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SCOTCH FREEMASONRY.

(From the Scotsman.)

Alike to those who have passed within its illuminated circle, and to those who choose to remain in the twilight of the outer world, the history of Freemasonry is matter of lively curiosity; and to both classes a well-written book conveying reliable information on the subject must be a welcome acquisition. Such a work is now before us in Mr. D. M. Lyon's *Freemasonry in Scotland* *. While by no means lacking in respect for the craft and its arcana, Mr. Lyon has approached his task in the spirit which ought to actuate all historians. He is not to be led away by vague legends about Solomon's Temple and the Tower of Babel to invest Freemasonry with a halo of fabulous antiquity. On the contrary, he has rigidly confined himself to the evidence of authentic documents, and has sought to show, in the case of a typical lodge, how modern speculative masonry was developed out of, or superimposed upon, the old incorporation of practical handicraftsmen from which its name is derived. In carrying out this scheme, he has been fortunate in having at his disposal the minutes of the famous Edinburgh lodge of Mary's Chapel, than which no masonic records are more complete, or reach further back into the past. These, supplemented by the archives of Grand Lodge Mother Kilwinning, and other old lodges, have afforded the materials of a well-digested account of Scotch Freemasonry, which must commend itself to the discriminating reader as of real historical value. Among the loose assertions against which Mr. Lyon lifts his testimony is that of the Scotch Grand Master-Mason being an important and favoured personage in the time of James I. Nor is he satisfied with the evidence on which it is affirmed, that James II. invested the Earls of Orkney and Caithness with the hereditary dignitary of Grand Master. In fact, it is not till the reign of James VI. that he finds incontestible proof of the sovereigns exercising control over the craft in the interposition of the Privy Seal to the election of a warden over the north country masons. This, however, he holds, and apparently with good reason, to have been a strictly civil appointment, having no connection whatever with speculative masonry. The early records of the Lodge Edinburgh, dating back to the close of the sixteenth century, embrace a body of rules which clearly refer to practical mason-work. Excellent rules many of them are; and there is one in particular, protecting the public against slovenly or unskilful workmanship, which, in the opinion of some exacting people, is sadly wanted in the present day. So early as 1600, there is mention of non-operative members; but, on the other hand, for a hundred years subsequent to that date, the lodge, which is in some inextricable way mixed up with the incorporation of masons, continued to devote its attention to the regulation of trade matters. The admission of apprentices and the raising of these to the ranks of journeymen and master-masons, on producing due evidence of competency, the adjustment of wages, and generally of the relations between masters and workmen—these and such like proceedings form the subject-matter of the early lodge minutes. A subject frequently on the *tapis* was that of "Cowans," by which contemptuous term the masons of those days denoted what we should now call nonunionists—that is to say, outsiders who had not, by formal initiation, been admitted members of the craft. The employment of these pariahs was of course rigorously interdicted; but all such restrictions, however effective to retard, were powerless to arrest the natural progress of society; and in masonry, as in other things, the spirit of free trade gained ground till it ultimately broke down the monopoly of lodges and corporations. With the progress of the seventeenth century came a growing tendency to the introduction of nonoperative brethren—a movement which Mr. Lyon thinks may, in some measure, be attributed to the influence of the Reformation in engendering sympathy between different classes. Alongside of the growth of this extraneous element went the gradual withdrawal from the lodges of the practical influence they had been in use to exercise over practical masonry, until matters were ripe for the full-blown delopment of the symbolic craft. The crowning step in this process is believed to have been largely influenced by Dr. Desaguliers, the son of an Edict of Nantes refugee, who had gained some reputation in London as a teacher of natural philosophy. To Desaguliers is said to have been mainly due the foundation of the Grand Lodge which gave speculative masonry a recognised footing in England; and it is believed that a visit he paid to Edinburg in 1721 imparted an impetus which at no distant date led to the formation of a similar institution on this side the Tweed. It was not without misgivings that, at least in Mary's Chapel, the operative members witnessed the increase of the speculative element; but by this time the lodge as a trade institution had no doubt lost much of its vitality, and after a struggle for supremacy, the promoters of speculative masonry carried the day. Simultaneously with this movement there arose an agitation for the creation of a Scotch Grand Lodge, which should guide and control the development of the new principle of Association. The initiative having been taken by Canongate Kilwinning, four leading lodges met to frame a constitution, which being ultimately adopted in a conference of thirty-three lodges, formed the basis of the august body now presided over by Lord Rosslyn. Established in 1736, Grand Lodge selected as its first president St. Clair of Rosslyn, who up to that date had been regarded as in some sense the hereditary patron and master of Scottish masons; and in this way the new institution laid claim to be regarded as a sort of lineal representative of the ancient courts of operative masonry. With the formal recognition of symbolic masonry came the complete severance of the connection which had formerly subsisted between the lodge and the trade incorporation, and the relegation of the former to the position it has since occupied of a social and benevolent society, in no way connected with practical craftsmanship. Of the growth of modern Freemasonry in Scotland, under the auspices of Grand Lodge, Mr. Lyon has brought together a mass of interesting details. With his usual loyalty to fact, he discredits the claim of antiquity set up for "Templarism" and "Royal Arch Masonry." The Templars he will in no wise permit to identify themselves with the Knights of the Middle Ages, but maintains, on the contrary, that their fraternity originated on the Continent not more than 130 years ago. In like manner the Royal Arch is considered as a comparatively modern refinement, also traceable to the Continent. It would seem that the introduction into Scotland of these so-called high degrees was always discouraged by Grand Lodge, and so far as Templarism was concerned this was not the only kind of discouragement which its promoters had to face. In the troublous times, towards the close of last century the secret conclaves in which the new rites were practised fell under suspicion, and certain Ayrshire Templars were actually tried for sedition before the High Court of Justiciary. Evidence was adduced as to the swearing of fearful oaths amid drawn swords and human skulls, and floors bedabbled with porter as a substitute for blood; but the jury showed their good sense by returning a verdict of not proven. The introduction of newfangled innovations was not the only cause of disturbance that Grand Lodge had to contend with. Within its own body there arose occasional misunderstandings, among the most notable being perhaps the struggle for precedency between the Lodge Edinburg and Mother Kilwinning, which took place some sixty years ago. In opposition to the claim of venerable age put forth by Kilwinning, the metropolitan lodge produced documents dating 43 years farther back than any that its rival could show. A preference being in the first instance given to Lodge Edinburgh, the Ayrshire brethren withdrew in a huff, and for some time remained in a position of *quasi*-hostile independence. The "Mother" lodge was, however, ultimately permitted to rank No. 1 on the Masonic roll, a decision to which the Edinburgh craftsmen, after vigorous protestation, had to accommodate themselves as best they might. Of these and other leading events in Grand Lodge history copious and authentic details are given by our author. But while thus dealing with Scottish Masonry in general, he never loses sight of the special object of his work, which is to embody all that is specially interesting in the records of Mary's Chapel. The proceedings of that lodge are throughout kept in the foreground. The steps by which it assumed the form of a speculative society are carefully traced, as are also its contests with local and other rivals, and the vicissitudes of fortune which have marked its somewhat chequered career. Brief notices are given of the numerous brethren of social or political eminence who have graced its membership. Memorable meetings of the lodge are recorded, more especially such as have been held during its prosperous later days for the reception of distinguished visitors, and the narrative closes with the culminating distinction attained three years ago, when the brethren had the privilege of affiliating his Royal Highness the Prince of Wales. Mr. Lyon has greatly enhanced the historic interest of his book by the introduction of numerous fac-similes of ancient records and documents. The volume is further enriched with portraits of prominent Freemasons who have been in some way or other connected with the Lodge Edinburgh, though the execution of one or two of these hardly corresponds to the superior style in which the work has been got up as regards paper, printing, and binding.

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* History of the Lodge of Edinburg (Mary's Chapel), No. 1. Embracing an Account of the Rise and Progress of Freemasonry in Scotland. By David Murray Lyon. Edinburgh: Blackwood and Sons.

CONVERTED WINE.

(Saturday Review.)

Messrs. Gilbey, who have undertaken the defence of the wine trade, have thrown down a direct challenge on this subject. In their latest circular an assurance is given that the "purity and genuineness of every article in this list is guaranteed and can be ascertained by analysis in accordance with the Adulteration Act." But, then, what is purity and genuineness? In the circular we are told that "all the unmentioned sherries are purely of Spanish growth"; but in a letter to the *Times* Messrs. Gilbey deny that such a thing as pure Spanish sherry ever comes to this country. "Sherry possessing only the natural amount of spirit produced by fermentation may," we are told, "be found in Spain," but it never reaches England, or at least is not imported by Messrs. Gilbey. Messrs. Gilbey's sherries always contain a sufficient preserving power"—quantity not stated—and this preserving power is alcohol. We are asked to believe that alcohol is a very expensive ingredient, and add considerably to the cost of the so-called wine. Of course Messrs. Gilbey may make a point of invariably using the very best cognac brandy or the fortification of even their pale sherry (three years old) at 1s. 6d. bottle. It is known, however, that cheap sherries are occasionally fortified with alcohol which is distilled from potatoes, beetrats, maize, and other substances, and has no sort of connection with the grape. This alcohol is a very cheap article, and it is simply because it is cheaper than real wine that it is so largely used. Messrs. Gilbey supply another kind of sherry at 1s. 3d. a bottle, which they honestly enough call "Castle Hambrow' Sherry." "Hamburg," they mention for the information of their customers, "is not a place of production, but from its being a free port has more facilities than any other place for collecting, manipulating, and preserving the cheaper wines of many other countries." We do not happen to know anything about this paticular Castle Hambro' Sherry — indeed we need hardly say that we are discussing only Messrs. Gilbey's arguments, and not their wines— but we are aware, in common with the rest of the world, that Hambro' sherry generally has a very notorious reputation. We find the following analysis of a sample of it in a number of Mr. Ridley's *Wine Trade Circular*:—40 gallons of fine potato spirit, at 1s. 4d. per gall on the spot; 56 gallons of pure Elbe water, cost nil; four gallons of capillaire, £1; 10 gallons, to be liberal, of luscious wine or grape juice, £1; charges for cask, work, labour, shipping, &c. bring the total cost up to £7. 2s. The mixture was shipped as Elbe or Hamburg sherry, at £7 15s. and it is stated that 8 bottles of this stimulating beverage was found to contain 31 per cent. of proof-spirit. We are not suggesting that all sherry, or even all Hamburg sherry, is as bad as this. All we wish to point out is that, if a dealer were to be prosecuted for selling this concoction, he would no doubt be able to prove that in the trade there is really no standard of purity and genuineness, that all sherry is more or less "manipulated," and that a great deal of liquor passes current as wine which is nearly, if not quite, as artificial as the Hambro' brew. A wine with 40 per cent. of alcohol in it is certainly not pure and genuine wine in the proper sense of those words, but then there is a technical sense in which the words may be applied to almost any mixture. Messrs. Gilbey, who go to Hamburg for sherry, also go to France for port; but it would be interesting to know what relation "French port," or Roussillon (at 4d bottle), bears to the genuine juice of the grape. M. Guyot says he has seen under his own eyes, and under the inspection of the Custom House officers, 15 per cent. of maize spirit added to each cask of Roussillon. "It is true," he adds, "it was for exportation"; and there can be no doubt that a considerable quantity of this doctored liquor comes over here, and some of it is sold as real port. Of course we do not mean to say that Messrs. Gilbey's Roussillon is of this quality; but only that, if it were, it might still be contended, from the trade point of view, that it was a pure and genuine wine, because these words have come to be used in quite a non-natural sense.

In regard to sherry generally there are one or two facts which appear to be beyond dispute. In the first place, there is such a thing as pure natural sherry, or at least it has been known in other days, if it has now ceased to exist. By pure natural sherry is meant the juice of the grape, fortified only by the alcohol produced by fermentation. We have the high authority of Dr. Gorman for saying that, if the fermentation of wine is perfect, it produces sufficient alcohol to preserve the wine for a century in any country. "Sherry," says Mr. Ford, "is a purely artificial wine, and when perfect is made up from many different butts; the 'Entire' is in truth the result of Xeres grapes, but of many sorts and varieties of flavour." The artificial character of the wine here referred to relates, of course, only to the mixing of different qualities of genuine wine; but in the modern process of manufacture the problem seems to be how to dispense with the pure juice of the grape as much as possible. First of all the grapes are plastered over with sulphate of lime, which removes the tartaric and malic acids, and substitutes sulphuric acid; and a further dose of vitriol is added by each butt being impregnated with fumes of burning sulphur. Next, in addition to various ingredients which are intended to impart colour and flavour, the wine is fortified by the addition of spirit sufficient to raise the alcoholic strength of the liquid to 35 or 50 per cent. of proof-spirit. The ordinary sherry of commerce is, therefore, a mixture of alcohol, vitriol, and grape juice; but a great deal of it contains no grape juice at all, its place being taken by sugared water with a little flavouring. It is very hard to say what is genuine or pure about a concoction of this kind.

Wine merchants who wish to deal fairly with their customers should furnish an analysis of their wines by which they may be known and tested. There would then be some hold on the dealer. If he gave out that there was only so much per cent. of alcohol in his wine, that the alcohol was genuine grape brandy, and that the rest of the liquor was real wine; and if it were shown that this was not a fair description of the liquor, he could be punished for the fraud under the Adulteration Act. . . . There is, however, another way in which the excessive adulteration of wines might be effectually checked. It is a fraud not only on the public, but on the revenue. Natural wine, which is supposed to contain not more than 26 per cent. of proof spirit pays 1s a gallon duty; artificial wine, with from 26 to 42 per cent. of proof-spirit, pays 2s 6ds. a gallon; while spirits of proof strength have to pay 10s. a gallon. It is obvious, therefore, that the manufacture of highly alcoholized wines is really a form of smuggling. It is a mode of importing spirit under the disguise of wine, and at the lower duty; and this is, in point of fact, largely used instead of spirit for various purposes. The way to prevent this is simply for the Chancellor of the Exchequer to revise the duties, so that in the case of all wines over the natural standard of alcohol, spirit shall be charged as spirit. No plea can be advanced on behalf of the traders who would suffer from this measure. The production and sale of doctored and diluted sprits in the name of wine is in every way noxious and disgraceful. It is smuggling, cheating, and poisoning combined, and nothing better could befall the country than that it should be placed under the same restrictions as the fate of honest alcohol in its various forms. The wine growers too will perhaps some day begin to see that hitherto they have, to their own ruin, been playing into the hands of the merchants. The object of the letter is to encourage wines of an artificial character, because they are more easily manipulated and imitated; the more the juice of the grape is mixed and doctored, the less important it becomes as an ingredient; and indeed we now find that grapes are beginning to be regarded as an exploded superstition, and that sugar infusions and alcoholic mixtures are taking their place. The manufacture of sham wines has now reached a point at which the owners of vine yards may be expected to perceive that it is not exactly for their interest that the use of grapes should be entirely superseded.

THE BREAK OF GAUGE IN INDIA.

More than nine months have elapsed since Mr. Gladstone told the House of Commons that the whole of the discussion relative to the Indian railway gauge should be duly commended to the consideration of the Viceroy, his councillors and advisers; but it does not appear that during all this time any cessation has taken place in the ordering of materials for the narrow-gauge lines. The inference from this would seem to be that the narrow gauge is to be persevered in and the break of gauge actually inflicted, though it may be just possible that the question is not even yet decided. If the latter surmise should happen to be right it is still worth while to adopt the course which should have been undoubtedly taken at first,* and which was suggested by Sir John Hawkshaw before the Institution of Civil Engineers, that those gentlemen who supported this measure should go before some committee or commission capable of understanding and of testing their statements. To arrive at a decision without some such previous step would be one of the most unusual things he could imagine in any country.

If this course were even now adopted the evidence thus obtained might be forwarded for the consideration of the Viceroy, and thus no objection would arise on the ground that the question had been taken out of the hands of the Government of India. By this simple means a gigantic mistake might be still avoided.

It has been asked more than once, though fruitlessly, by whose advice the break of gauge was introduced into India, and the truth appears to be that the step was resolved on without the support of any skilled professional advice, and merely in deference to the wishes and energetic advocacy of the late Viceroy, who possibly believed in the erroneous theory that the cost of a railway is in proportion to its gauge. Of this theory Mr. John Fowler says, in his report to the Under Secretary of State for India, in October, 1870, that he almost feels it necessary in such a communication to apologise for calling attention to the fallacy of this assertion. But it is evident that Lord Mayo and his council had firmly concluded that a large saving must result from narrowing the gauge; so firmly, indeed, that they overlooked or ignored the evidence of the committee appointed by the Secretary of State to consider the question from an engineering point of view, and which proved conclusively that on the Punjab lines at least the anticipated saving would be swallowed up in altering the existing broad gauge lines.

It is no mere surmise that the chief responsibility of the break of gauge rests where we have placed it. In the debate in Parliament, on the 7th March last, Mr. Bourke read the following extracts from a private letter written by the late Lord Mayo:—"I have no hesitation in expressing a most decided opinion on this matter, and fighting for it, because it is one that is not in any degree a commercial or engineering question. It is a question of high policy, which I am better able to judge than the merchant or engineer." This at once explains the whole matter. The large saving which was to accrue from the introduction of a narrow gauge was either simply an assumption on the part of the Government of India, or was based upon what Mr. Bourke described as "the most minute calculations made by the most eminent engineers in India," but which, when investigated by still more eminent engineers in England, were found to be entirely wrong.

There is no room for doubt in the matter, for after a long silence, and the contemptuous rejection of all friendly advice, the India Office was taunted into—or, confident of victory, volunteered—an exposition of its policy, and challenged the criticism of the Institution of Civil Engineers with, however, the most damaging results to the narrow gauge cause, as may be seen in the minutes of the Institution, which have been published giving full reports of Mr. Thornton's paper, "On the relative advantages of the 5 feet 6 inches gauge and of the metre gauge for the state railways of India" as well as of the discussion which followed, in the course of which there was evoked an overwhelming weight of opinion against the break of gauge.

Not that the efficiency of a metre gauge railway is contested, for that is not the question, but only the amount or economy claimed for it by Mr. Thornton and his supporters, as compared with the lines on the wider gauge. Upon this point we have on one side the opinions of Lord Lawrence and a handful of India Office secretaries, that the saving of a narrow compared with a broad gauge line is very large, and that the introduction of the former in India is therefore a wise and beneficial measure. But upon the other side we have the impartial evidence of all the leading men of that profession, whose special business it is to deal with estimates, that the claim of economy set up should either be totally denied or its amount simply be divided by ten. Whose figures, it may well be asked, are the more likely to be correct, the amateurs' or the skilled professionals'? If the latter, as will be generally, at least, admitted, the question then will not be whether the gauge shall be broken to effect an enormous saving, but whether the gauge shall be broken for little or no saving at all?

We will now briefly examine the evidence given at the Institute as to the alleged economy of the narrow gauge, but in doing so we do not propose to bring Lord Lawrence into court, as he admitted that such a question did not come within the province of a man trained as he had been. It is, however, to be regretted that his lordship should have sent the great weight of his name to support the narrow gauge on what appears to have been a mere guess that it would cost 5,000*l*. per mile less than the wider gauge lines. We may also reject as too vague Mr. Juland Danvers's more moderate, although still extravagant, estimate of the saving, viz., 2,000*l* per mile; and we may come at once to the defence of the Government policy as volunteered by its champion, Mr. Thornton. This gentleman, as a Government official, must have had free access to those "most minute calculations made by the most eminent engineers in India," with which to crush his opponents; but we must give him the credit of being the best judge of his own case, and he entirely neglected to produce them. On the contrary, he elected to base his arguments upon the estimates of the leading English engineers, which he dealt with thus. He showed that Messrs. Hawkshaw and Fowler had respectively estimated the saving between a 3ft. 6in. and a 5ft. 6in. gauge line at 360*l*. and 623*l*. per mile, and by taking the mean of these sums, and adding a few items which Mr. Hawkshaw had omitted, and a few more which he himself thought should be brought in, he ingeniously and plausibly, at least, if not fairly, got the total saving up to 1,000*l* per mile. Then as the Government of India intended, as he alleged, to construct within the next thirty years ten thousand miles of new line, he forthwith demonstrated by very simple arithmetic that a saving of 1,000*l*. per mile multiplied by 10 000 miles is equal to a total saving of ten million pounds sterling.

This, then, was the Government case in defence of the break of gauge as volunteered by a Government official with all the India Office authority at his back. "An excellent officer," as Mr. Grant Duff described him in the house, "who carefully guarded himself from admitting anything whatever on behalf of the Indian Government;" not, perhaps, a very satisfactory or even intelligent policy, but, under the circumstances, decidedly the most prudent, and deserving, therefore, of the grateful acknowledgment it received from the Under-Secretary. In spite of the landed reticence some starting facts subsequently oozed out as to which it would have looked better if the excellent officer of the Under-Secretary for India had confessed to before, instead of after the conclusion of the debate in Parliament, when the data given by the India Office authorities were naturally accepted as absolutely correct.

Far from being so, however, they have turned out to be glaringly and inexcusably wrong in both terms of the vaunted saving. First, as to 1,000*l*. being the difference in cost between one mile of railway upon a metre gauge as compared with a 5½ feet gauge, Sir John Hawkshaw, before the Institution of Civil Engineers, entirely repudiated the construction put upon his figures by Mr. Thornton, and gave a decided opinion that the difference in favour of the narrower-gauge would not be more than 500*l* per mile, "possibly not more than 400*l* per mile."

Following this eminent authority, all the other leading engineers, with hardly a single exception, agreed that the saving would not amount to 400*l*. per mile, and many were of opinion that 200*l*. or 250*l*. would be nearer the mark in the great majority of the lines to be made on the level plains of India. No more exact result could at the time be arrived at, because, as pointed out by Captain Tyler, in a "comparison of cost as between two gauges the precise line of railway should be indicated, precise information in regard to it should be obtained, and accurate estimates of that particular line should be framed." In the absence of such precise information, the general correctness of Sir John Hawkshaw's opinion was strongly corroborated, that instead of 1,000*l*. the saving will certainly not exceed 500*l*. per mile.

On the best evidence, then one-half of the Government pretext for beaking the gauge is cut away. Even this is a trifle to what follows. It savours somewhat of audacity to find the Government Secretary, even after certain errors had been plainly pointed out, reiterating his adherence to the fallacy he commenced with, asserting "that the Government of India was warranted in provisionally adopting and acting upon those figures"—viz., 10,000,000*l* the product of 1,000*l* per mile multiplied by 10,000 miles—and only a few weeks later writing to confess that instead of 10,000 miles he ought to have said 3,000 miles of new line. What deserves to be said of such a muddle? We are thus told authoritatively that the Government of India provisionally adopted and acted upon a calculation which was subsequently admitted to be utterly baseless, and that their defence for having broken the gauge "might be safely rested" upon the claimed saving of ten millions—which unluckily for the defence, happens to be six times more than they have any title to claim! It is puzzling after this, which to admire most, the recklessness of the Indian Government in plunging wildly into a dangerous complication with no certainty before them—nothing more than a vague assumption that good results were somehow or other to follow—or the dogged obstinacy with which, after such mistakes are exposed, it persists in adhering to them. Mr Thornton's defence of the Indian Government, as we have shown, has utterly broken down, inasmuch as he has admitted that his premises were absurdly overstated; to such an extent, indeed, that a complete retraction might confidently have been expected to follow.

It is needless to discuss whether or not the defence would have been successful if the figures had been correct. It may serve a better purpose to show the effect which the break of gauge, if persevered in, will ultimately produce on the financial position of India, first premising that up to the present date there is nothing approaching to proof that the working expenses of a narrow gauge line are in any appreciable degree less than those of a broader gauged one. We are aware that upon this point there is no lack of different opinions, but inasmuch as they are mere opinions which from the working of English lines, at least, there are no satistics to support, it is preferable to be guided by the impartial evidence of such men as Hawkshaw, Harrison, Price-Williams, Allport, Grierson, Bruce, Bidder, Colonel Yolland, Captain Galton, Captain Tyler, and others, that the cost of running a train or of hauling a ton of goods is practically the same whether the gauge be 3 ft. 3 in.; 3 ft 6 in., 4 ft. 8½ in,. or 5 ft. 6 in., whilst the cost of maintenance and renewals of the narrow line will, if anything, be greater than upon its broader-gauged rival. If this be so, as there seems no valid reasons to doubt, the meere or narrow gauge must fall back upon the one item alone of "construction" for its superior economy, which in the case of the Indian lines would give the following result:—Estimated number of miles of new line to be constructed within the next thirty years, 3,000; cost of the same per mile if made of a metre gauge, say 5,000*l*., and if of the standard 5 ft. 6 in. gauge, 500*l*. per mile more, or 5,500*l*; total cost of 3,000 miles of metre gauged line, 15,000,000*l*., of the 3,000 miles at the standard gauge, 16,500,000*l*. then adding these two sums respectively to the 90,000,000*l*. which have already been expended upon railways in India, we get two totals of 105,000,000*l*. and 106,500,000*l*., the first being the price of 8,000 miles of line upon two gauges with an indefinite number of breaks most costly both to work and to maintain; the second of an equal number of miles upon one uniform and unbroken gauge. A moment's consideration will suffice to decide which will in the long run be the better bargain.

As for the Punjab lines, we may confidently assert that with the exception of the handful of officials who gave into, and have therefore to a certain extent become responsible for the late Lord Mayo's unfortunate decision, the policy of the Indian Government cannot boast of a single supporter. What says Mr. Thornton on this branch of the subject? Having, obviously, less excuse to offer for this, the first and greatest blunder, he adopts the approved strategy of carrying the war into the enemy's camp, asserting that if the metre gauge were advantageous for all the new lines of India generally it would be "particularly so for those of the Punjaub." We have sought to discover a reasonable plea for this assertion, but in vain. His paper opens with the admission that "the one solitary reason of the Indian Government for adopting a narrow gauge was belief in its superior economy." This superior economy is distinctly claimed and credited to all the new lines to be made in India, with exception of those in the Punjaub, where it has to be tempered with a rebate, as Mr. Thornton admitted, of 327,177*l*. for altering the Scinde and Mooltan lines, which have already been made upon the standard gauge. What, then, does this amount to? The economy—"the one solitary reason"—is to be less, but the advantages are, nevertheless, to be more. We can only conclude that the "excellent officer" meant the converse of he said.

It is to be hoped that when Parliament meets Mr. Grant Duff may be called upon to prove one of the statements he made during the debate on the 7th of March, which was—"It must be remembered that it is intended to connect the Punjaub, metre gauge lines, with the Rajpootana metre gauge lines, so that we shall have their rolling stock to supplement that of the Punjaub lines. It is evident, however, that there are only two methods of effecting this object, both of which are due to Government forethought. The first is to construct a line from Ajmere on the proposed Central Indian narrow-gauge system to Rohree on the Indus, about 400 miles long, through the most barren and inhospitable desert that can be found in the Indian empire, and which in the financial position of that country would be an undertaking of monstrous and criminal absurdity. The second alternative is, Mr. Thornton thinks, that "merely for the purpose of rendering the narrow gauge of rolling stock of the Punjaub and Rajpootana Railway interchangeable it might be sufficient to lay a third rail on the section of broad gauge existing between Delhi and Lahore." The distance by rail between these two cities is 348 miles, but in order fully to appreciate the beauty of this proposal we must add the other third rail contemplated upon the Punjaub system upon the Lahore-Mooltan and Scinde lines, 214 and 105 miles respectively, giving a grand total of 667 miles of third rail, the cost of which Mr. John Fowler has estimated at 1,283*l*. 10s. per mile, in all 856,094*l*. 10s. It is futile to evade or shirk this item by endeavouring to meet the difficulty in another way. "The gauge of these broad lines can be reduced to a metre," we are told. Of course it can, but, inasmuch as the Duke of Argyll's committee has recorded its opinion that this process would be the more expensive of the two, we must consider the third rail to be most in favour.

The result, then, of this brilliant proposal, if carried out, would be that to give the Government of India their new plaything in the Punjab, to allow them to make 773 miles of new line after their own pattern—to save, according to Sir John Hawkshaw, perhaps 386,500*l*., or, if they please to quote Mr. Thornton instead, 773,000—no less than 667 miles of good existing standard gauge railway would have to be saddled with a third rail and double gauge, at a cost of 856,094*l*. 10s. Can official absurdity and red tape go further?

Momentous as, in a strategical point of view, the question of these frontier lines is to India, we would fearlessly leave it to be decided upon the merits of that one point, and challenge the Under Secretary of State to show a single feasible means of transporting rolling-stock from a narrow-gauge system in Central India to another isolated system west of Lahore, without (to leave convenience and efficiency out of consideration) utterly stultifying the Government programme—the "one solitary reason of economy."—*Standard*.

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IN	FOR
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RAILWAY SLEEPERS,	SHIPS' BOTTOMS,
BEAM AND HOUSE TIMBERS	DAMP OR WET WALLS AND GENERAL IRON AND WOOD WORK.

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No. 2, JANUARY 1st, 1874.

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Each Essay to be signed by a motto, or word, and to have with it a sealed envelope containing the name and address of the writer.

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I remain, yours faithfully,

O. T. BURNE,

Late Secretary to His Excellency the late Earl Mayo.

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OF all the MEDICINES offered to the PUBLIC for many years past, none have met with such favourable reception, or been so generally approved by the Medical Profession, as those prepared by Messrs. Grimault and Co. The model laboratories of this firm, situated at Neuilly-sur Seine, and managed by Dr. Leconte, Professor in the Faculty of Medicine, ex-Pharmacist of the Hospitals of Paris, and formerly Assistant to Dr. Claude Bernard, Professor of Physiology at the College of France, offer guarantees to be found in no other establishment.

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It contains the constitutive elements of the bones and of the blood, and is the most rational of all chalybeates. It may be prescribed for the most delicate young females whose development has been retarded; for women suffering from stomach complaints, anæmia; for pale and sickly children deprived of appetite; and as its principal action is to restore to impoverished blood the iron in which it is deficient, and to the bones the phosphate that forms their base, it is recommended for debilitated persons whether their debility proceeds from disease or from any other cause. Its use is always attended with surprising results.

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An excellent remedy for all affections of the chest; it relieves coughs, effectually prevents nocturnal perspiration, and restores the patient's strength. This syrup is the only one which, ever since 1857, has invariably been attended with satisfactory results—a fact due to the purity of the hypophosphite employed. Be sure to observe that it bears the signature Grimault and Co.

The effect of the Syrup of Hypophosphite of Lime is increased by the Pectoral Lozenges of Lactucarium and Cherry Laurel, prepared by Grimault & Co.

This delicious Comfit, containing the most soothing substances of all the Materia Medica is employed with success against Cough, Influenza, Bronchitis, Whooping Cough, &c.

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Jams in tins and jars.
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Age next Birthday.	For the whole term of Life.		For a limited number of Years.	
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20	38 7	30 0	21 1	22 0
25	41 6	32 13	23 2	24 10
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The reduction of premiums to European rates begins from the date at which the assured leaves either Alexandria or Port Said for Europe.

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